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MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

THE PROMISE OF THE SOUTH.

In a letter published elsewhere in the Manufacturers' Record, Mr. Richard A. McCurdy, president of the Mutual Life Insurance Co., of New York, referring to the Southern people, says:

"They possess a region unsurpassed on the earth in its natural resources. With the intelligence and energy which characterize them these resources ought, during the next generation, to experience a development which will place them among the foremost communities of the civilized world in wealth and happiness. For this purpose they need only peaceful and harmonious relations with the rest of the country and such a settled and orderly state of society within themselves as will command the confidence of capital."

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VOL. XXXIII
No. 23.

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Baltimore, July 1, 1898.

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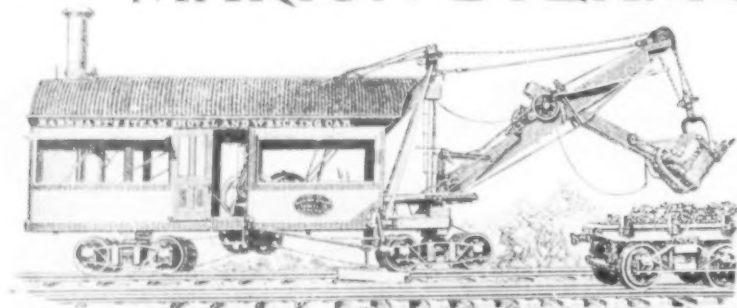
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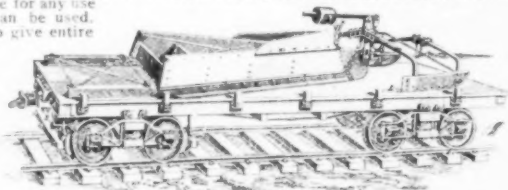


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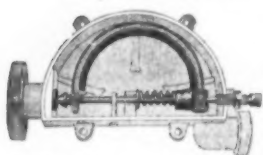
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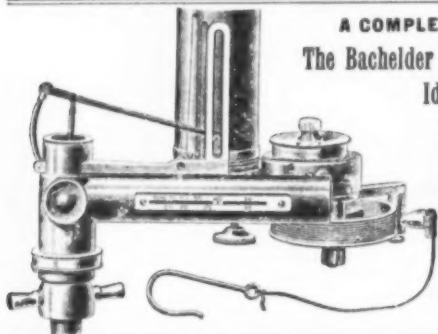
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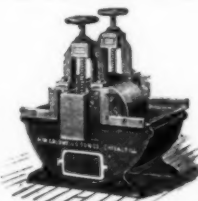


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E. & B. Holmes Mch. Co., Buffalo, N. Y.
- Scales.** (Railroad, etc.)
Stand. Scale & Sup. Co., Ltd., Pittsburg, Pa.
- Schools and Colleges.**
Registrars, University of Tennessee, Knoxville, Tenn.
- Lowell Textile School, Lowell, Mass.**
International Correspondence Schools, Scranton, Pa.
- Screens.** (Ore and Coke.)
The Jeffrey Mfg. Co., Columbus, O.
The Ludlow-Saylor Wire Co., St. Louis, Mo.
McLanahan & Stone, Hollidaysburg, Pa.
Hendrick Mfg. Co., Ltd., Carbondale, Pa.
A. J. Beckley & Co., Garwood, N. J.
Harrington & King Perf. Co., Chicago, Ill.
- Screen Plates.**
The Ludlow-Saylor Wire Co., St. Louis, Mo.
A. J. Beckley & Co., Garwood, N. J.
Hendrick Mfg. Co., Ltd., Carbondale, Pa.
Harrington & King Perf. Co., Chicago, Ill.
- Screws.** (Machine and Wood.)
Franklin S. Miles, Philadelphia, Pa.
Philadelphia Mch. Screw Wks., Phila., Pa.
- Screws.** (Set, Cap and Special.)
Franklin S. Miles, Philadelphia, Pa.
- Scroll Saws.** (See Woodworking Mch.)
Cordeman Machine Co., Cincinnati, O.
H. L. Beach, Montrose, Pa.
W. F. & John Barnes Co., Rockford, Ill.
J. A. Fay & Co., Cincinnati, O.
The Egan Co., Cincinnati, O.
- Separator.** (Magnetic.)
The S. Howes Co., Silver Creek, N. Y.
- Separator.** (Steam and Grease.)
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- Sheet Metal Working Machinery.**
West Manufacturing Co., Buffalo, N. Y.
Toledo Machine & Tool Co., Toledo, O.
The Jeffrey Mfg. Co., Columbus, O.
The E. S. Stiles Press Co., Watertown, N. Y.
E. W. Bliss Co., 137 Plymouth street, Brooklyn, N. Y.
- Berth & Co., Cambridge City, Ind.**
Chas. H. Besly & Co., Chicago, Ill.
J. M. Robinson & Co., Cincinnati, O.
Niagara Machine & Tool Wks., Buffalo, N. Y.
M. Zier & Co., New Albany, Ind.
- Shingle, Lath and Stave Machinery.** (See Woodworking Machinery.)
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E. & B. Holmes Mch. Co., Buffalo, N. Y.
Trevor Mfg. Co., Lockport, N. Y.
- Ship Builders.** (Iron and Steel.)
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
- Shoes and Dies.**
Chrome Steel Works, Brooklyn, N. Y.
- Skylights.**
Merchant & Co., Philadelphia, Pa.
Pittsburg Plate Glass Co., Pittsburg, Pa.
- Slate.** (Roofing and Blackboard.)
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Slatington-Bangor Slate Syndicate, Slatington, Pa.
- David McKenna, Slatington, Pa.**
- Soapmakers' and Butchers' Mch.**
H. Wm. Dopp & Son, Buffalo, N. Y.
- Solder.**
Theo. Heitz & Son, St. Louis, Mo.
- Spark Arresters.**
The South Bend Spark Arrester Co., South Bend, Ind.
- Speaking Tubes.**
Chas. H. Besly & Co., Chicago, Ill.
- Spelter.**
Theo. Heitz & Son, St. Louis, Mo.
- Springs.** (Bicycle Saddle.)
Morgan Spring Co., Worcester, Mass.
- Springs.** (Spiral.)
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Morgan Spring Co., Worcester, Mass.
The Cleveland Wire Spring Co., Cleveland, O.
Hansell Spring Co., Newark, N. J.
Chas. H. Besly & Co., Chicago, Ill.
N. J. Car Spring & Rub. Co., Jersey City, N. J.
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The Cleveland Wire Spring Co., Cleveland, O.
Hansell Spring Co., Newark, N. J.
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York Mfg. Co., York, Pa.
Broomell, Schmidt & Co., Ltd., York, Pa.
M. Zier & Co., New Albany, Ind.
Alabama Bridge & Bol. Co., Birmingham, Ala.
Lombard Iron Wks. & Sup. Co., Augusta, Ga.
Birmingham Boiler Wks., Birmingham, Ala.
- Steam Engine Indicators.**
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Crosby St. Gate & Valve Co., Boston, Mass.
- Steam Gages.**
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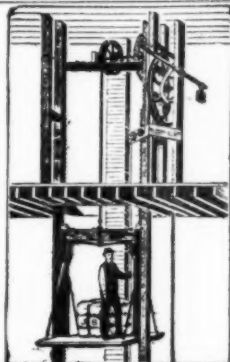
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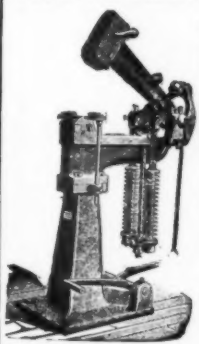
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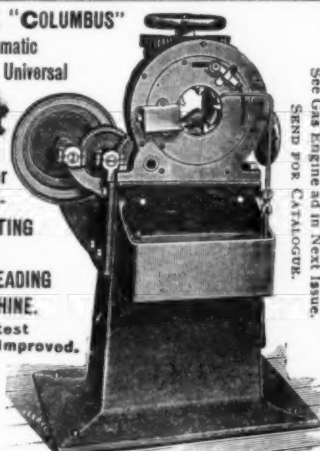
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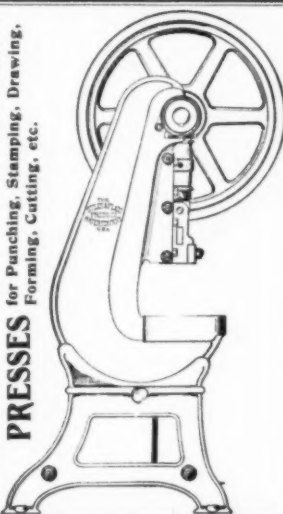


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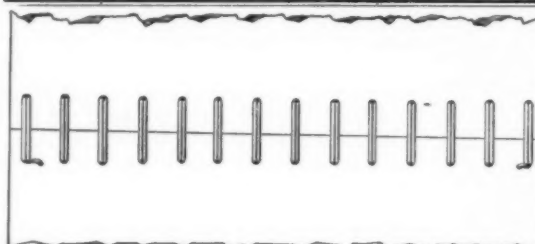
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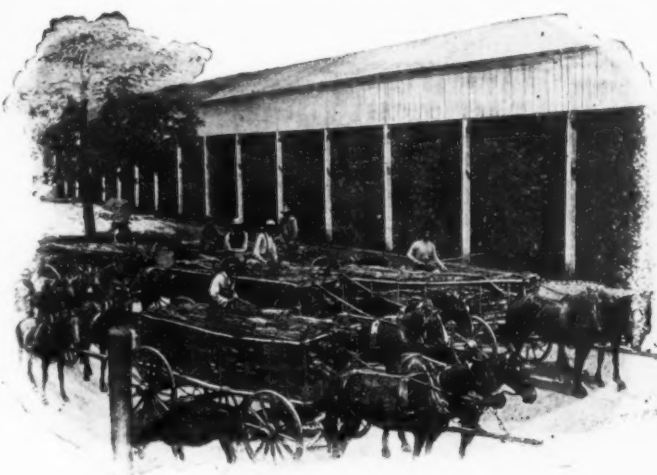
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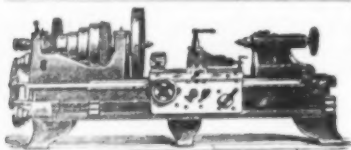


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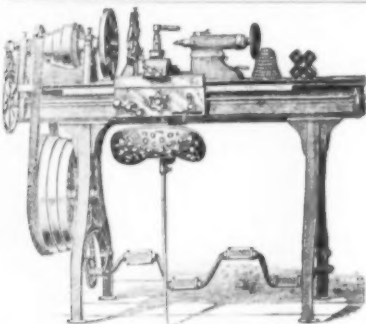
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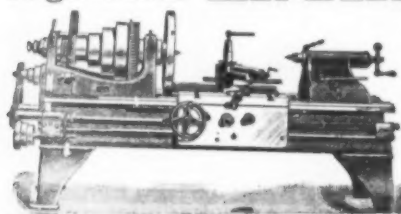
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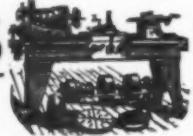
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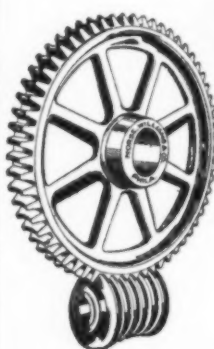
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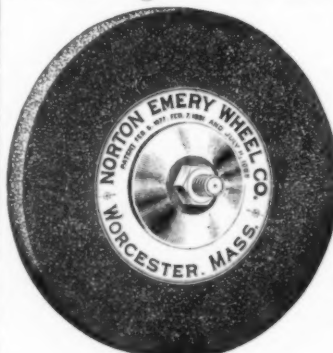
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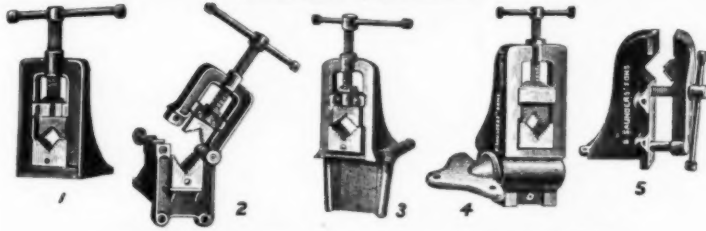
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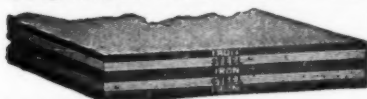
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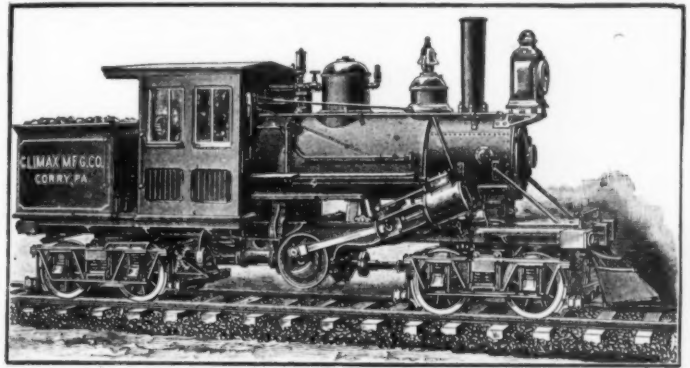
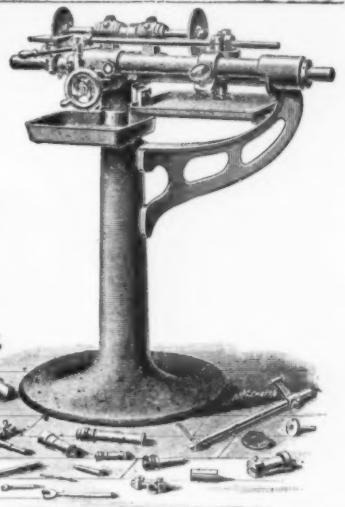
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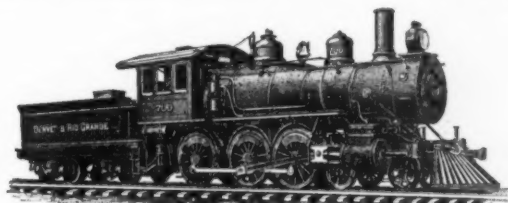
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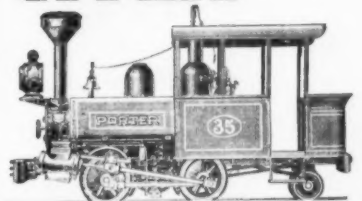
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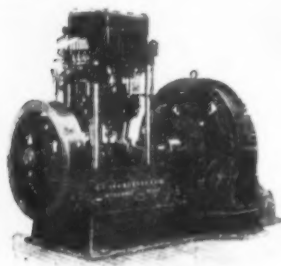
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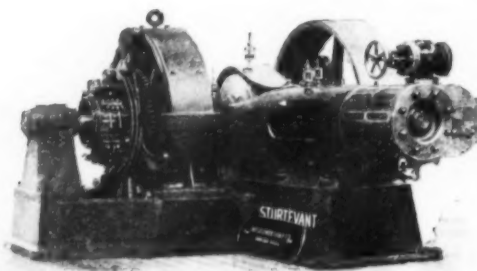
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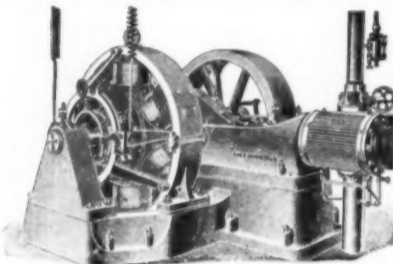
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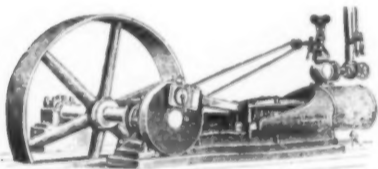
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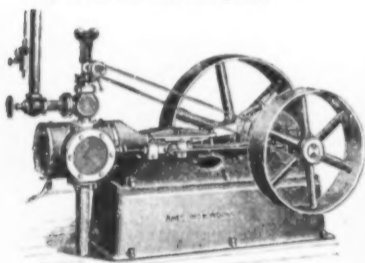
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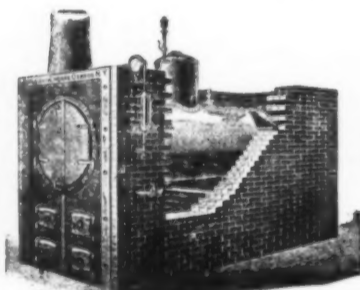
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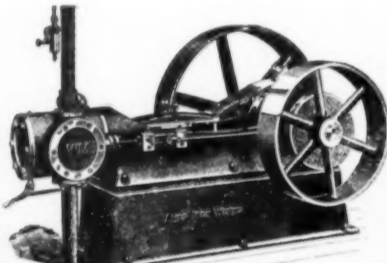
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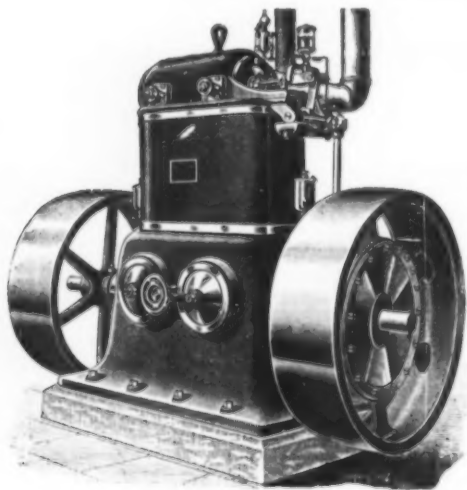
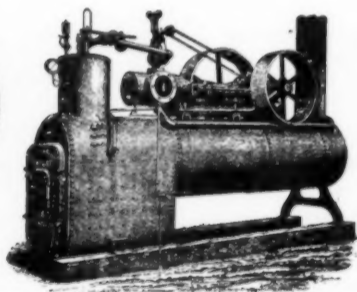
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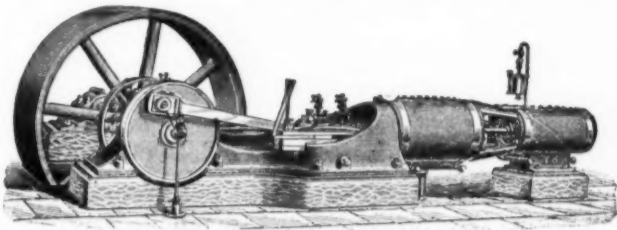
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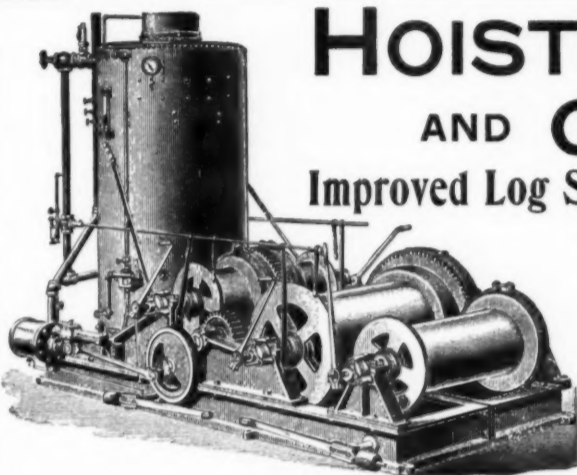
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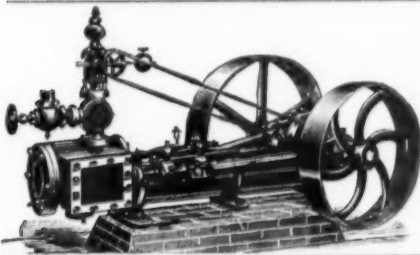
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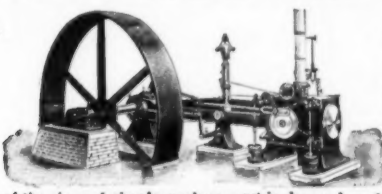
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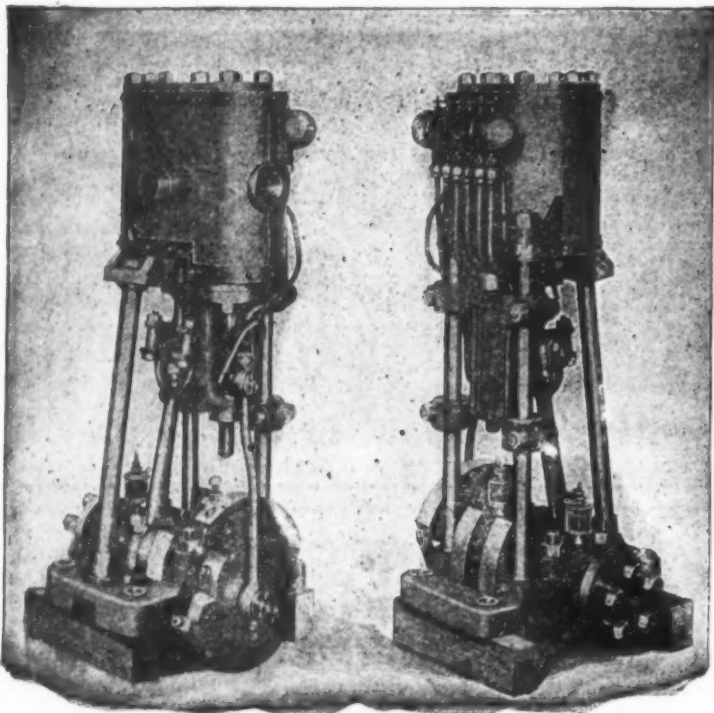
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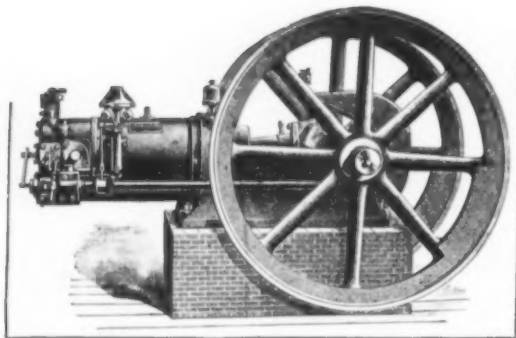
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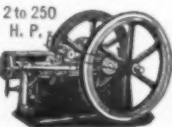
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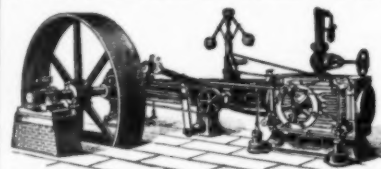
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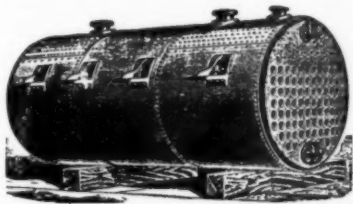
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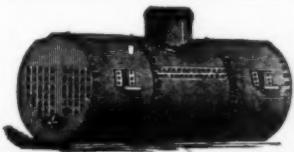
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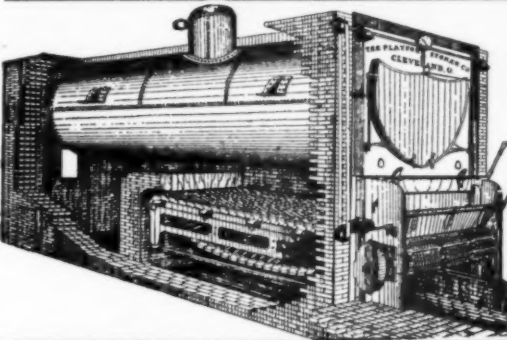
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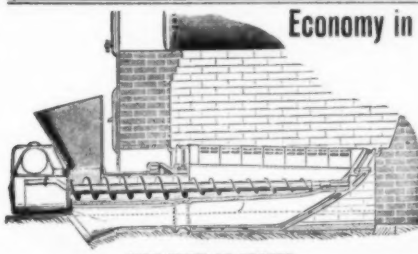
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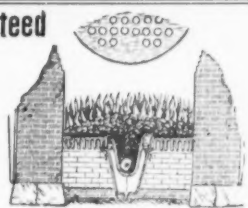
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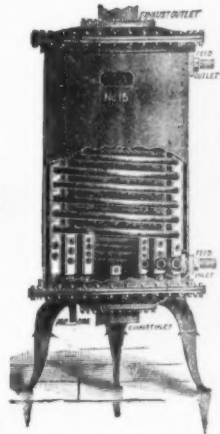
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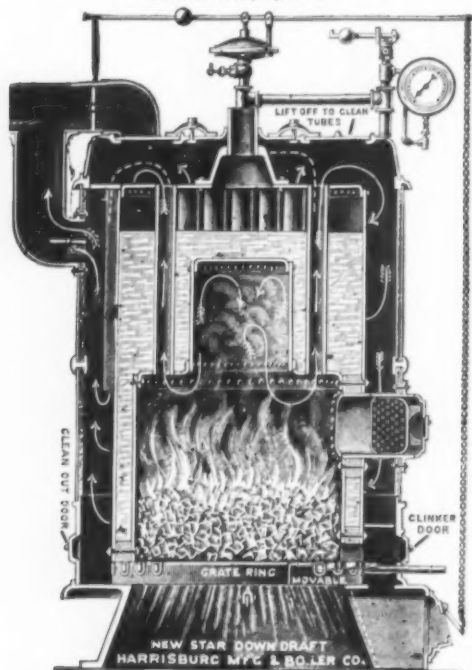
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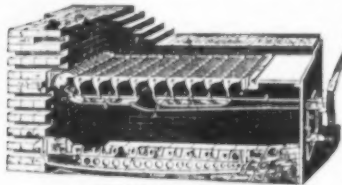
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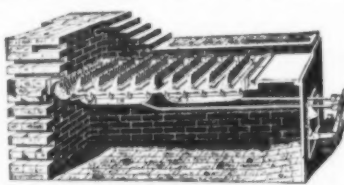
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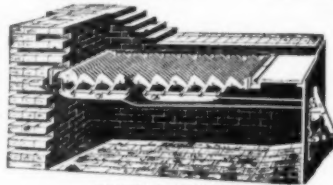
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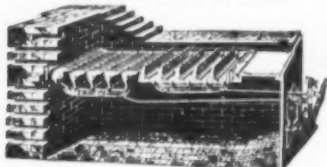
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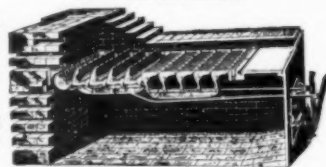
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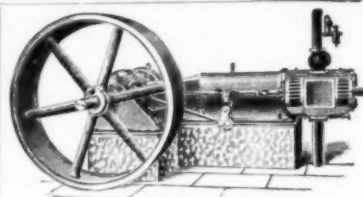
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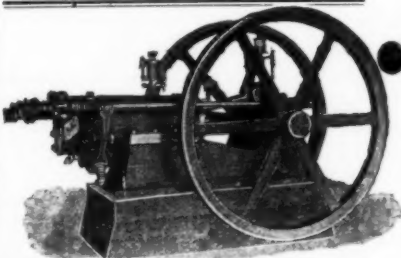
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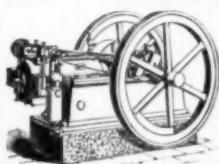


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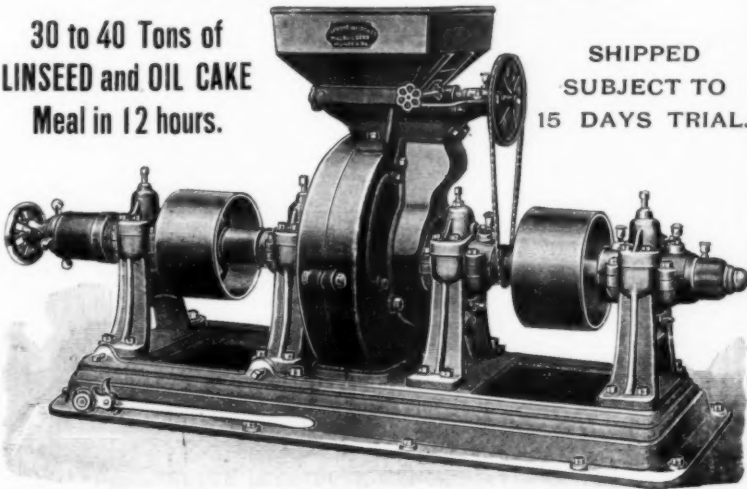
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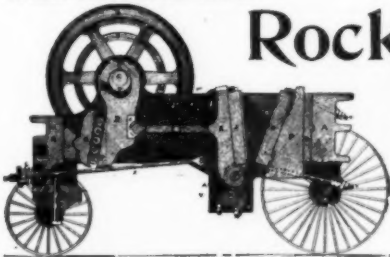
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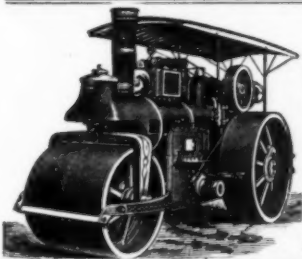
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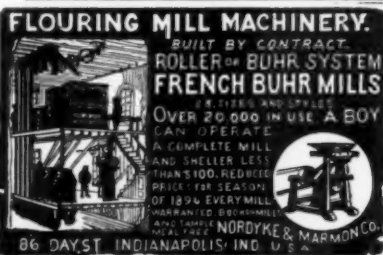
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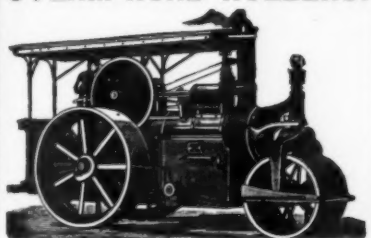
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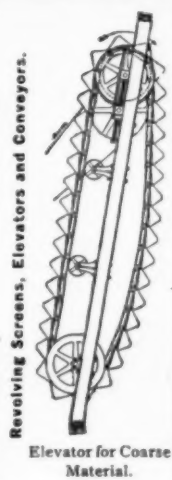


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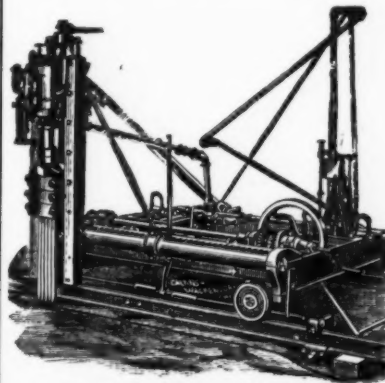
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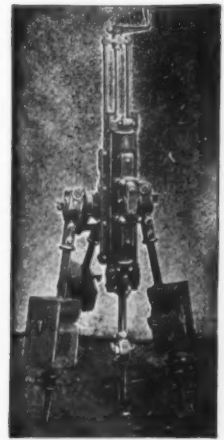
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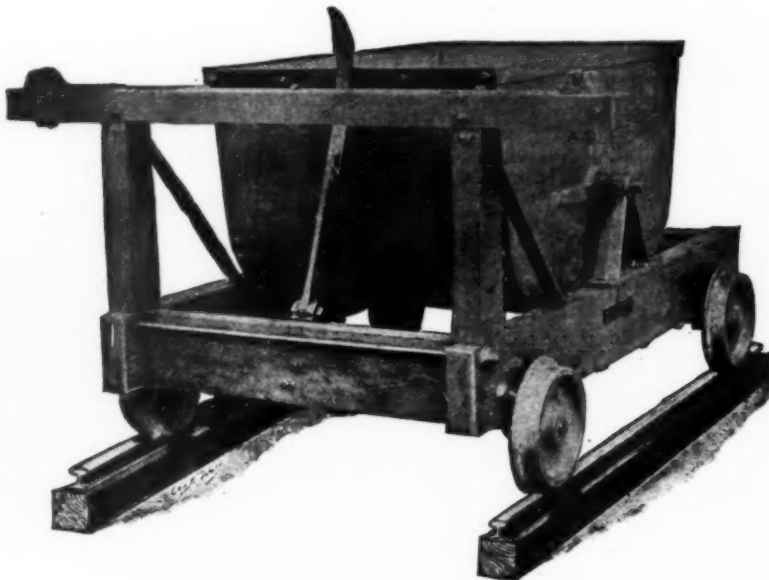
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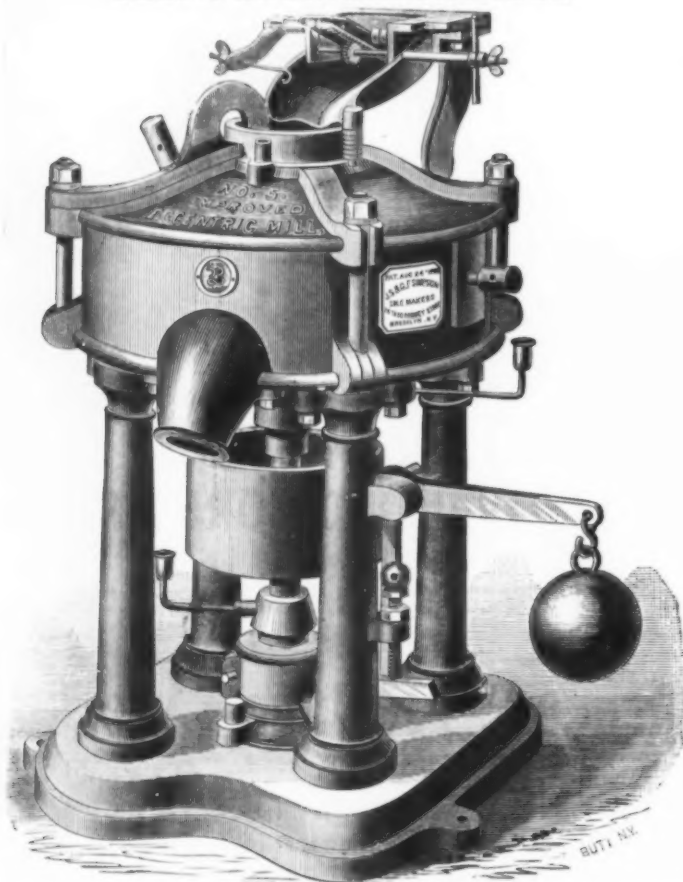
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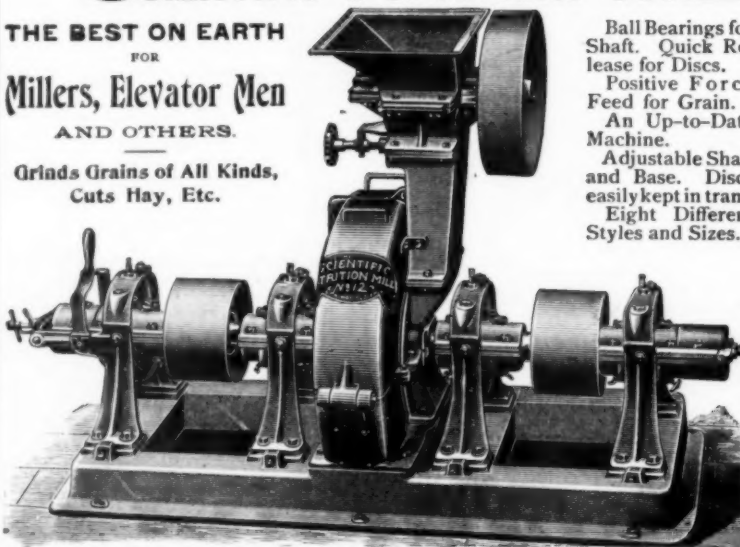
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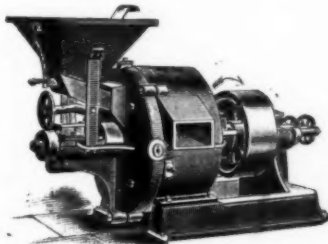


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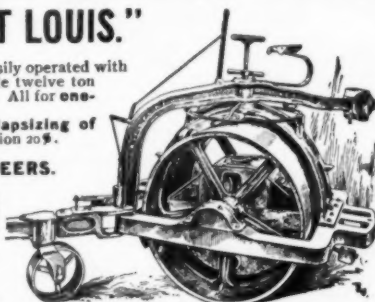
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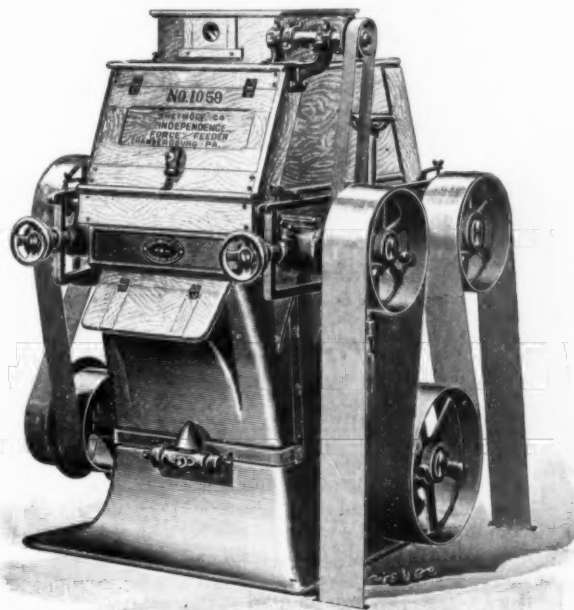
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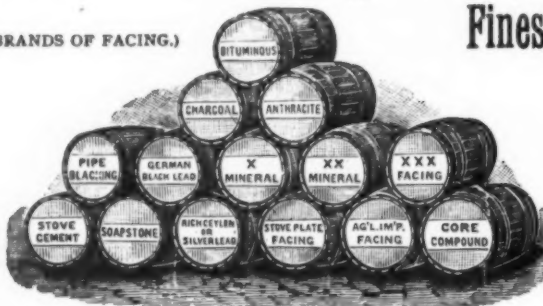


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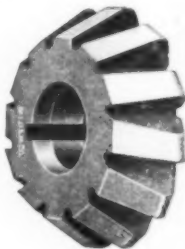
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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII. No. 23.
WEEKLY.

BALTIMORE, JULY 1, 1898.

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BALTIMORE, JULY 1, 1898.

Among the features of this week's Manufacturers' Record are an interview with Major Jed. Hotchkiss, of Staunton, Va., the distinguished engineer, who has for years been active in Southern development, and a letter from Mr. Richard A. McCurdy, president of the Mutual Life Insurance Co. of New York, both of which are of peculiarly timely interest to all persons devoted to the progress of the South.

Prosperity for the South.

The people of the United States are nearer being homogeneous today than ever before in the history of this country. The circumstances attending the hostilities with Spain have given people widely-separated sections an opportunity to understand each other to an extent never before possible and to work together for a common object. With knowledge has come a removal of many misapprehensions, unnecessary, but yet active. Particularly has the sentiment of some sections toward the South been materially changed for the better. All well-wishers for the South are anxious to see it take advantage of these new conditions and to move forward rapidly to the position for which its natural resources are fitted. Its friends realize that this movement will not be without its drawbacks. In an interview, published on another page of the Manufacturers' Record, Col. J. B. Killebrew, who is known far and wide as an earnest worker in behalf of Southern development and as a man charged with facts of long experience and trained observation to express a candid opinion for the benefit of the South, discusses one of the disadvantages.

He contends that the prejudice against associated capital found in some parts of the South is the ominous cloud hanging over its prosperity. He finds that these prejudices against corporations have been vented, for instance, against the railroads, and in clearly-cut sentences he shows why they should be allayed. He takes the safe ground that combined capital, working under corporate powers, gives constant employment to labor, is able to reach markets inaccessible to the capital of the individual, and he urges that corporations should be treated as individuals. He

regards railroads as the greatest creative agency known to mankind, and points to the fact that there are portions of the South much in need of these developers, which cannot be expected to have them as long as public men and legislatures are doing everything in their power to destroy the railroads already in existence. In common with other intelligent observers, however, Colonel Killebrew perceives that these prejudices are waning. On every hand the conservative men of the South who give thought to the subject are dealing with it in a fairer and more impartial spirit than was possible two years ago. The growth of industrial leagues here and there, like that established recently in Tennessee, will undoubtedly encourage the growth of a healthy sentiment of enterprise and friendliness to capital engaged in establishing industries which will employ thousands of dependent women and children, while converting the South's raw material into higher forms. Such an interview must have a most gratifying effect. It not only shows what is being done, but points to things that must be done to enable the South to enjoy to the full the sunlight of prosperity towards which its face has been turned for good.

A Meaningless Motto.

Mr. A. B. Kennedy, secretary of the Commercial Club of Mobile, has lost no time in starting a movement which, if successful, will enable Mobile to share largely in the benefits accruing from the establishment of the million-dollar steel plant at Ensley, near Birmingham. The Alabama Steel & Shipbuilding Co., which will operate the plant, was incorporated on Saturday, June 18. On Monday, June 20, Mr. Kennedy wrote to Mr. P. G. Shook, secretary of the company, calling his attention to a pamphlet setting forth the advantages of Mobile as a site for the shipbuilding yard and dry-dock and made a bid for correspondence relating to the establishment of such a plant in connection with the Birmingham Company. In a letter to the Mobile Register, Mr. Kennedy says:

While it may seem premature to begin now to press the claims of Mobile, we should lose no time in letting it be known that Mobile is alive to its interest. Other ports will begin at once to awaken interest in their particular location. A large steel shipbuilding plant in Mobile would be worth millions of dollars to us, and if we throw the proper amount of labor and energy into it we can get the Birmingham Company attracted this way. Every man, woman and child should feel an interest in it, and agitation is a component of success in such an undertaking.

Mr. Kennedy is right in this day of alertness on the part of enterprising men to take immediate advantage of opportunities. The individual or community that waits for overtures from those resting merely upon the proud conscience of latent resources and advantages will continue to rest forever. The motto of Alabama is "Here we rest." A stranger entering Birming-

ham and observing the evidence of activity there would be surprised at such a motto, unless he was acquainted with the history of its origin. "Here we rest" is no longer the motto of industrial Alabama, except as a sentimental reminiscence connected with the meaning of the Indian name of the State. In the minds of such men as Mr. Kennedy, energetic and alive to opportunities, it does not apply either to Mobile. If that city's advantages for commerce and its adjunct shipbuilding may be linked with those of manufacturing Birmingham, the whole South will share in the excellent results of the partnership.

Helps by the Way.

In a special report to the bureau of statistics of the United States Treasury Department, made by Mr. George C. Tunell, of Chicago, on lake commerce, an exceedingly strong statement regarding the growth of Southern export business is made. Discussing the decline of the lumber movement on the lakes, Mr. Tunell says:

For years the railroads running out from the upper lake ports to the prairies of the West have found in lumber a west-bound freight. Cars coming in with grain and livestock have been sent back loaded with lumber. Lumber has long been one of the principal west-bound commodities. Its loss, therefore, will be severely felt. The failure of the Northwestern timber supplies comes at a very inopportune time for the vessel interest of the lakes. The railroads running to the western Gulf ports are just beginning the struggle for the grain traffic of the central West. The exhaustion of the timber resources of the lake region means that the great treeless regions of the West will be forced in a large measure to obtain their lumber from the South. This means that the north and south-bound railroads will in the future be assured a growing north-bound traffic, and, as a result, they will be placed in a position where they can compete more successfully for the grain traffic with the east and west-bound railroads leading to the lakes. In the past the Gulf railroads have been hampered by a lack of north-bound traffic, but in the future they will be assured a large north-bound business in lumber. Briefly stated, the exhaustion of the forests of the lake country will mean the loss of west-bound traffic to railroads reaching the lakes and a gain of north-bound traffic by the railroads terminating in the Gulf ports. The former railroads will, therefore, be less advantageously situated in the struggle for the grain business now under way, and the latter railroads will be more strongly entrenched. The significance of these altered relations to the lake carriers scarcely needs to be pointed out. It means that less grain will arrive at lake ports to be carried East.

With one exception we heartily endorse these statements of Mr. Tunell, which have become the official statements of the United States government. His assertion that the railroads running to the western Gulf ports are just beginning the struggle for the grain traffic to the central West is a little belated. The struggle is not just beginning, it is in full swim, and every month indicates a further gain on the part of the Gulf ports. But they should not depend entirely upon the increasing north-bound lumber movement for maintenance of the advantage which they have already secured and for its increase. Not only the Gulf ports, but

the South Atlantic ones, should exert themselves to see that the markets of the West are supplied with other goods moving through them. The permanent commercial importance of any port, as we have time and again intimated, depends largely upon a balancing of export and import movement. It will no more pay vessels to come in ballast to a port, generally speaking, than it will pay railroad cars to return empty from that port or its neighborhood. The effect of the lumber movement should be an encouragement for the development of the manufacturing interests of the South. The West will need coal, iron, machinery, agricultural implements and other articles, and it should be taught to look to the South for them. In that way the position of the Southern ports will be strengthened, as well as the stability of all industrial and commercial undertakings in the whole South.

He Does Not Know the South.

Wide-awake and enterprising men of the South will regret, to use a mild expression, an exhibition made by Senator McEnery, of Louisiana, in the course of his speech last week on the subject of the annexation of Hawaii. The particular words of Senator McEnery to which we refer were as follows:

I say now that if a colonial policy is adopted every mill in the South will stop. There will not be a cotton factory within her borders. Why do I say that? If I have been rightly informed, their market is a domestic one, principally within the limits of the United States. I base my assertion upon the proceedings of a meeting of a cotton mill, which I saw published in Boston in 1884. In that convention of manufacturers of cotton they discussed the question, how to reach the West and compete with the cotton goods sent from the State of Georgia. They said it could only be done by cheapening freights on these cotton goods; that by reason of the climate, economy of clothing, cheapness of labor and the lengthening of the hours of labor, the Georgia goods could be manufactured more cheaply than the same goods could be manufactured in New England, consequently, they had to devise some system of cheaper freights so as to meet the Georgia goods in the West. What would be the effect of annexation? No Southern goods are going to seek foreign markets. In the first place, we have no ships sailing from our Southern ports in which to send them to the East. New England will find sale for her manufactured goods there, the demand will be largely increased, the profits will be enhanced, and they will be placed in a position to go into the West and drive out the goods that are manufactured in North Carolina, South Carolina and Georgia. That is my apprehension, and I do not believe it rests on baseless ground.

That might have passed for an argument in 1884 with people who didn't know any better, but Senator McEnery, who seems to have halted in that year, ought to remember that the world has been moving since, and nowhere has the movement been more rapid than in the Southern cotton-manufacturing industry, and in this day not even a backwoodsman could be found ignorant enough to be misled by such statements. Does not Senator McEnery know that the South controls the price

of the very cotton goods that are demanded in the countries contemplated in the suggested colonial policy? Does he not know that for that reason a number of leading cotton manufacturers of New England who make that class of goods have migrated to the South in order to compete with Southern mills in making goods for Asia? Such being the fact, does he not perceive that his argument touching the increased sale of cotton goods will be for the immediate benefit of the South, and that if this increased business will enhance the profits and thus increase the business in the West, that the increase will be for the benefit of the Southern mills? The facts in the case are so evident to persons who have kept abreast of the times that it is hardly necessary to call attention to them, but for the benefit of Senator McEnery we might direct his attention to the position of such men as Ellison A. Smyth, president and treasurer of the Pelzer Manufacturing Co., Pelzer, S. C., who contends that if the fortunes of war place the United States in control of the Philippines and Porto Rico it would be in line for the extension of our manufacturing industries for this country to retain control over those islands and not release them to any other country; or of Mr. D. A. Tompkins, of the D. A. Tompkins Company, of Charlotte, N. C., who sees in the new countries an opportunity to dispose of large quantities of cotton goods. Whether one favors or is opposed to the colonial policy projected under the changed conditions of the last three or four months, he must acknowledge that Senator McEnery, in this particular at least, has advanced an extremely lame argument. He might be considered among the ignorant as a representative of the South. His argument has demonstrated to those possessed of knowledge that he does not represent the South and cannot represent the South until he has extended his observations to meet the changed situation in the South, which is dictating the price of cotton goods and iron in foreign countries. If his apprehension about Southern cotton mills is not baseless it is certainly shared by no one who has not been asleep for a decade. It is amazing to see a Southern senator take such a narrow view of the South's industrial interests and hold that the South cannot compete with the world. According to Senator McEnery, Hawaiian annexation would cause a stoppage of all investment of outside capital in the South, and of all immigration to this section. Verily, he must have a poor opinion of the advantages of the South. The Manufacturers' Record holds that the South need not fear the world's competition; that it has more natural advantages than any other section of the earth, and that its progress would not be halted if we annexed all Christendom.

The Coming Steel Center.

The announcement of the plans for a large steel plant at Ensley, Ala., upon which we commented last week, is attracting especial attention among publications devoted exclusively to the iron and steel trade or its adjuncts. The enterprise has been received generally with encouraging words, but no publication has been more cordial than the Iron Trade Review, of Cleveland, Ohio. It points out that the project means that within the lifetime of pig-iron contracts now on the books of the leading Southern producer it will have

transferred at least four of its furnaces from the foundry iron trade to that of the basic pig iron, a change equivalent to lifting between 250,000 and 300,000 tons of foundry iron off the market. It adds:

It can be understood that in entering upon the manufacture of open-hearth steel rails the Birmingham Company will have unrivaled opportunities to command an important share of the steel-rail trade of foreign countries. With the cheapest basic steel in the country, and a combination rail and ocean freight rate in connection with cotton export, lower than has yet been secured by any Pennsylvania mill, it should become a large factor in the foreign rail trade, saying nothing of the growing foreign trade in billets, sheet bars, rods and steel bars, which time will no doubt develop in an important way. At first thought the chief significance of the Birmingham steel plant is on the side of its export prospects—the marketing outside the country of a large tonnage that heretofore has helped to depress the domestic price of crude iron. But the possibilities of competition in the steel market at home are not to be overlooked. If the Birmingham plant can lay down rails at the ports of England and Scotland at \$17, under favorable freights, and make a profit—and this is by no means a violent assumption—its ability to take rail business at home must not be underestimated. Nor will it be any mean competitor of Pittsburg in the billet market, even though it must go 800 to 1000 miles to find any considerable customer. The objection sometimes urged that the scarcity of Southern scrap would offset some of the advantages of basic steel-making in Alabama, has been given more consideration than it merits. Very little scrap need be used, as practice is increasingly demonstrating, excellent success being now attained in making low silicon pig iron. Recarburizing in open-hearth practice, as is illustrated in steel casting plants, or the stopping of the process when the desired carbon is reached, as is largely practiced in acid open-hearth, makes possible the attainment of any ordinary requirements for strength and hardness. We appreciate the tendency in connection with seemingly revolutionary steps in the iron trade to put too much enthusiasm into statements concerning their effect upon established currents of trade. But the Birmingham project has been calmly discussed for years as a possibility, with no dispute as to its feasibility, from both the technical and the commercial standpoint. Now that Northern steel works have well certified the availability of Alabama basic iron as a steel-making material, and the persistent obstacles to financing the enterprise have been overcome, the way has been opened for the demonstration the iron trade has been awaiting with not a little expectancy. The results, we have no doubt, will amply reward the faith of those who have labored in season and out of season that the South might come into this great opportunity.

The facts set forth in this editorial, as well as the generous tone which pervades it, will be held in kindly remembrance by all Southerners who are interested in Southern development. Published in the center of the trade with which Southern steel may be expected, under existing circumstances, to come into sharp competition, the Iron Trade Review takes a broad and patriotic view of the situation which has rarely been equalled, and which will no doubt have its beneficial effect.

A Growing Texan Town.

[Special Cor. Manufacturers' Record.]
Sulphur Springs, Texas, June 27.

Within the last three years the population of Sulphur Springs has increased from 3000 to 6000, a fine system of water works has been established, an electric-light plant has been installed and an efficient telephone system is in operation. Walter Samuels and others have just begun work on another large cottonseed-oil mill, P. H. Foscoe and others are erecting a large compress and new gin outfits are being built by B. F. Ashcroft and Frank Hyde. There are fifty-two gins in this county, which ginned last year more than 40,000 bales of cotton. The Fruit Growers' Association will ship from here two cars daily loaded with fruit, tomatoes and other vegetables.

TURNED TOWARD PROSPERITY.

Col. J. B. Killebrew Discusses a Waning Disadvantage of the South.

Col. J. B. Killebrew, the active and intelligent industrial and immigration agent of the Nashville, Chattanooga & St. Louis Railway, passed through Baltimore a few days since on his return from Massachusetts and New York, where he had spent several days in the interest of his road. In discussing the general business outlook in the South and the tendency of immigration to this section, he said: "The outlook for immigration is better, I think, than ever before; or, rather, I should say, the immigrants now seeking homes in the South are of a higher character and have more money and greater intelligence."

When asked how he accounted for this, he said:

"Mainly because of the greater diffusion of knowledge among the Northern people concerning the advantages of the South. They also recognize the fact more than ever that we are one people in sympathy, in effort and in destiny. The railroads have been exceedingly active in the work of immigration. They have dissipated prejudices, provoked inquiry, supplied information, sent well-informed agents into every part of the North, and especially in the Northwest, to meet the people face to face and tell them the truth, until the citizens of the North have had their eyes opened in many matters concerning the South. Another reason for increased immigration is the fact that the high prices of farm products have distributed a large amount of money among the rural classes in the North, and they have been able to find purchasers for their farms. Many who have sold out at good prices are seeking homes in a warmer climate, and this also accounts for the fact why a better class of immigrants are coming South. This class wants the best lands in the best parts of the South, or, at least, lands that may be easily restored to fertility."

"In this connection I must mention also the effective work done by the Centennial Exposition in Nashville in 1897, in teaching the Northern people something about the South and correcting previous misapprehensions. Thousands of the most intelligent people from the North visited the exposition and returned home with a very different idea concerning the resources of the South."

"Another powerful factor in this work is the unquestioned patriotism displayed all over the South since the beginning of hostilities with Spain. Soldiers from the North by the thousands have passed through the most beautiful portions of the Southland in the most beautiful season of the year, and they have written home describing the loveliness of the country, the fertility of the soil, the sweetness of the climate and the hospitality of the people—all this has molded a new sentiment in the North. Intensifying this favorable sentiment was the death of Bagley, the heroism of Hobson and the alacrity with which the South has responded to the call of the President for volunteers."

"Then you think the war will do the South much good?"

"Yes; though it will entail the loss of many of her bravest sons. In the inscrutable ways of Providence, the shedding of blood seems to be necessary to the development of man's highest nature. Self-sacrifice, patriotism, unselfishness, the debasement of a rapacious cupidity and the increase of a comprehensive generosity and Christian benevolence, a broad charity, a lofty spirit, a high cour-

age, mental elevation and the reaching out for nobler means for the strengthening of humanity are some of the virtues which come from war. The shedding of blood cements nations as well as individuals. The attitude of England towards the United States, the curing of the wounds of the civil war, the inspiration to higher duties which the war will evoke, will be worth all the sacrifice of men and the expenditure of money, though the latter may be poured out by the billions and the blood of thousands of our soldiers may flow like water."

"Do you know of any marked disadvantages under which the South is laboring?"

"I believe the prejudices against associated capital is the ominous cloud that hangs over our prosperity. Progress in this age is impossible without associated effort. Combined capital, working under corporate powers, gives constant employment to labor, is able to reach markets inaccessible to the capital of the individual because its efforts to this end are continued, not through a lifetime only, but through successive generations, by reason of its perpetuity. There is no reason why corporations should be obnoxious to the people generally, because the funds invested in these corporations in the South particularly belong to the people, are a part of their earnings, and are really almost the only savings banks that the Southern people have. Every intelligent political economist knows how important it is to the financial growth of a community that there be some institution that can safely absorb the surplus earnings of the people and put them to profitable use. A person in the South saving, say, \$50, scarcely knows where or how to invest them safely. There are scarcely any savings banks of high character; there is no issue of bonds of small denominations that are accessible, and there are but few borrowers of money that can give other security than real estate. For this reason, I believe that the building up of a number of small manufacturing establishments, running under corporate powers, operated economically, giving employment to the dependent members of the community or to the stockholders themselves, are among the greatest necessities of the South. Of course, such establishments will never be built as long as there is a popular prejudice against stock companies, because prudent persons will not invest money in enterprises where popular prejudice may find vent in the imposition of onerous taxes on them, or where this feeling may unconsciously influence the courts and juries so as to make it difficult to secure justice at their hands."

"Do you think this prejudice is as strong as it was five years ago?"

"I do not. I can see on every hand a desire among the thinking and most conservative men of the South to study this question with more fairness and impartiality. Common sense alone would dictate the course to pursue, and that is, to treat corporations as individuals, taxing them as individuals are taxed, giving them the same opportunities as individuals and encouraging their creation so as to increase the opportunities for the investment of capital and the employment of labor. It is now believed that the industrial leagues that are being organized in many places will arouse a new spirit of enterprise and establish a new order of things in the South. This will greatly encourage the movement into that

section of manufacturing capital which the South so much needs for the purpose of converting its abundant raw material into higher utilities, and at the same time giving employment to thousands of dependent women and children."

"You think, then, that the South has been greatly retarded in its progress by this prejudice against corporations?"

"I know it. I have felt it. I see it wherever I go. Take the railroads for illustration. The South needs more of them. There are sections of the South that are fifty or sixty miles from a railroad. Of course, these sections would give a large portion of their lands to have a railroad built through them, but can it be expected that any additional railroads will be built in those States where the public men and legislatures are doing everything in their power to destroy the railroads already in existence? This vicious sentiment, so disastrous to all progressive movements, is also, I think, on the decline. Let us hope that wherever intelligence rules and ambition for a higher development prevails and a sense of justice presides, this prejudice against railroads may be softened to the point where equal and exact justice may be meted out to the greatest creative agencies known to mankind."

"It is a growing wonder that the South is as prosperous as it is. Contemplate its condition thirty years ago, with every business prostrated in the dust; without money, without credit, without influence or power, with the savings of a century and its peculiar civilization destroyed, farms wrecked, stock killed, labor demoralized by the turning loose of millions of slaves without masters and of thousands of masters without slaves, and look at it now—more prosperous than ever in its palmiest days, greater in its possibilities, freer of indebtedness, with higher credit, with more progressive thought among its citizens than ever before. All this has been accomplished, in spite of the fact that we have been shipping abroad our raw materials and bringing in manufactured products, paying transportation on both the raw material and on the manufactured products, and furnishing the population of other States and countries with profitable employment and letting our own remain in comparative idleness. In the face of all these facts, the South has moved onward and upward."

"It has turned its face to the sunlight of prosperity. The desire of the people of the South to win a more glorious place in its country's industrial history will assuredly find its fulfillment early in the coming century. Through much tribulation it has been working out its manifest destiny. The invincible spirit of the Anglo-Saxon rules its councils, and though sometimes slow to act and cautious in its movements, it rarely suffers defeat, and even turns defeats oftentimes into glorious triumphs. The South is a land of high-spirited men and women. It is a land of beauty and promise and of conserved power, rich in resources, abounding in fertile soils, cheap lands, wide forests, numerous waterfalls, great coal and iron fields, phosphates, zinc, marble, copper, etc., and possessed of a climate so genial, so invigorating, so happy that the pleasures and amenities of life are doubled, while its cares and acerbities are reduced to a minimum."

Brought Good Results.

In a letter to the Manufacturers' Record the Burr Manufacturing Co., of Cleveland, Ohio, writes:

"The Manufacturers' Record has brought us good results and has been of material assistance to us in building up permanent and paying business."

THE LESSON OF THE BUNDLE OF STICKS.

Major Jed. Hotchkiss Talks About the Industrial Future of the South.

"What the people of the South should learn today is the simple little lesson of the bundle of sticks—the smallest boy may break a single stick, but the strongest man cannot bend the bundle. In the development of resources, in the upbuilding of institutions for furnishing employment to the idle, in the creation of openings for our sons—home opportunities for those who are alert and ambitious—there are only needed the making up of bundles of money, that is to say, capital bundles, strong enough to stand the strain of competition, which may be a little hard at the start, but will be found easing up in proportion to the natural advantages of the localities where these aggregations of units may be employed."

Such were the words of Major Jed. Hotchkiss, a man whose name is familiar to every soldier who served under "Stonewall" Jackson by reason of his masterly achievements as chief engineer of that intrepid leader's command—a man, too, who is known in industrial circles as the exploiter of the great Flat Top coal field, whose development, though only in its infancy, is bringing millions of dollars of new money into the two Virginias.

Major Hotchkiss had just been talking of the opportunities which the war would help to create for the South, followed as it would be by the early completion of the Nicaraguan canal and the opening of new markets for Southern products and the expansion of commerce through Southern seaports.

"The lessons," he continued, "which the Manufacturers' Record is now inculcating constitute the most laudable example of useful, timely and effective journalism which it has been my privilege to witness and endorse during my fifty years of industrious newspaper reading; and as one of those who differed with the Manufacturers' Record in some of its positions before the free-silver question became a 'back number,' I believe I simply represent the thinking men of the South, of all political creeds, in commending the editor of the Manufacturers' Record for his fearless course in hewing to the line of what he believed to be best calculated to bring about a substantial revival in Southern development."

"By pointing out, in a way that all could see good, sound sense in, how a country standing in greatest need of co-operation should first make those whose co-operation was in reach feel secure, Mr. Edmonds has sown the seeds for a revolution in public sentiment which is likely to prove more far-reaching and to result more substantially than any campaign of education hitherto carried on."

"The South once had its own industries conducted, on the larger estates, under a sort of patriarchal system and in the small towns under a sort of tribal plan, but with the introduction of a new order of things the old industrial system, under which large numbers of mechanics and skilled workmen found employment, passed away, and those who were formerly makers of wagons, plows, woollens, shoes and other articles were either forced into idleness or to remove to regions where factory production, in conformity to the spirit of the age, had become established. Just as the products of the industries of the South for supplying small areas—mere neighborhoods—had to give way to the more cheaply produced goods of factories equipped with machinery run by steam, so the least fit of these

must, in turn, under the irresistible economic law, be constantly falling into disuse by reason of more modern equipments and larger 'bundles of sticks,' i. e., more ample capital, until we shall ultimately be in a position to produce so cheaply, in favored localities, as to compete successfully, under the new conditions which the war will bring into play, with the other manufacturing countries of the world. The South will have new 'Standard Oil companies' pushing products of various kinds into the four quarters of the globe. But I am getting along too fast. I was trying to show how the destruction of the South's little local industries, by many attributed to the result of the war, would, owing to the mechanical, industrial and economic changes which those four years brought forth, have occurred anyhow even if the South had been successful in its struggle. Where the real disaster to the South came in was its inability to conform to the gait of progress which the unescapable laws of economy in production had set not for one section, but for all. Great as has been the industrial headway made by the South during the last fifteen years, it has been a mere beginning compared with that which will be made so soon as the people of the South learn how to keep step in the march of progress. It is the work of the Manufacturers' Record in this behalf that is going to produce the most gratifying results not only in a material way, but likewise in setting the people generally to thinking along straight lines."

"The lesson of the bundle of sticks will lead to more local corporations, each stick consisting of the savings of some industrious man or woman, and the bundle consisting of a sufficient aggregation of dollars to establish and operate a plant somewhat at the outset along the line of the ante-bellum system, to produce commodities for limited areas from materials close at hand. These, in turn, will either be enlarged or combined with others, and ultimately the South will become so appreciative of the power for good inherent in aggregated capital that the anti-corporation politician of today will be pointed to as a man who once went through a period of mental aberration. Such, in my judgment, is the prospect for the South."

"How soon may we hope to see the fruits of the good seeds now being sown?"

"That will depend largely on how assiduously the work of cultivation is kept up. Your question might well have been, how great will the harvest be? Our people, once they are shown the path which leads to a general betterment of their condition, will not be slow to follow that path, and when brought to see that what is known as 'anti-corporation legislation' is the main stumbling-block in the path of that abiding prosperity which comes only of profitable home industries, and are brought to realize that these would be aided, if not indeed established in toto, by outside investors if the laws were right—I say, so soon as our people shall be brought to see the size and weight of this stumbling-block they will put their hands and their heads together and remove it with a will."

"In other parts of the country—those whose natural advantages are comparatively small—in order to secure local industries special inducements, bonuses and the like, are necessary, but when the impetus to business and the general pros-

perity which follow the pay-roll come to be considered, large sums of money to provide such inducements are not hard to raise—at least they are raised every week in the year at one or another enterprising town in the North and East and Central West. With Southern public sentiment educated to the value of co-operation by and through the instrumentality of corporations (bundles of sticks), and awakened to the fact that capital needs only to be safeguarded in order to seek the most advantageous locations for production, and that industries which will give employment to many who are now sick at heart from hope deferred in getting work, will come without any bonus save the assurance of fair play—with the public mind imbued with these truths there will dawn upon the South a new day, bringing new life, new strength and a restoration of ante-bellum prestige."

"The South, therefore, is destined to become, as your paper has along claimed, the real bulwark of true conservatism. Its Anglo-Saxonism will be found battling on the right side whenever the really dangerous communistic element of other sections shall menace the substantial interests or threaten any impairment of the rights of property. And, mark my words, America's greatest corporations, those which in the coming grand expansion of American influence will, as I have said, be found doing, in other fields, what the Standard Oil Co. is doing by pushing into every quarter of the world American petroleum products, will be found operating in the Southern States, safeguarded and protected by laws that are more just than anywhere else in the Union and regarded by the public not as instruments of oppression, but as institutions to be proud of, as tremendous engines of local, sectional and national prosperity."

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When Southern people, who less than one short year ago were being told by the demagogues that corporations were the people's enemies, shall read the foregoing utterances of such a profound thinker as Major Hotchkiss, and one whose devotion to the South has been so conspicuously proven alike in war and peace, few among them will be slow in deciding which of the two has spoken the words of soberness and truth.

THOMAS P. GRASTY.

Washington, June 27.

Important Railroad Air-Brake Deal.

The Westinghouse Air Brake Co. has purchased for \$900,000 all of the patents of the Boyden Brake Co. of Baltimore, thus taking out of the market the one competitor which not only had a very fine brake, but whose patents had been fully sustained by the Supreme Court. With this purchase the Westinghouse position will be still more strongly entrenched as the supreme power of the land in railroad air brakes, and the best features of the Boyden brakes can now be added to the Westinghouse. The purchase insures the improvement in every possible way of air-brake equipment, and doubtless simplifies the situation by avoiding the complications that would likely have arisen had different air-brake systems been adopted. The constant transfer of passenger and freight cars from one line to another makes a uniform brake system of importance, and this the Westinghouse people now make possible by absorbing the Boyden.

The live-stock dealers of St. Bernard parish, La., have formed a body which is known as the New Orleans Live Stock Exchange, for the purpose of promoting mutual interests. Among those interested are A. B. Marmouget, of New Orleans.

TO COMMAND THE CONFIDENCE OF CAPITAL.

How Southern Resources May Attain Their Complete Development.

Few people in the United States are better able to judge of the causes which affect investments in different sections than the presidents of the great life insurance companies. The magnitude of insurance operations and the vast sums which they are constantly seeking to judiciously invest necessitate a broad study of the whole country and of every influence that tends to strengthen or weaken confidence in different sections. No man in the country is in a better position, by reason of the magnitude of financial operations that he controls, to study the situation than Mr. Richard A. McCurdy, president of the Mutual Life Insurance Co., of New York, the largest financial institution in America. In a recent private letter Mr. McCurdy, replying to some questions that had been raised, discussed the advantages of the South and pointed out some of the reasons why capital has for a time hesitated about investments there. "The South," said Mr. McCurdy, "is a region unsurpassed on earth in its natural resources." In the course of his letter, not intended for publication, but which the Manufacturers' Record has secured the privilege of publishing, he said:

"It has been gratifying to observe for some months past to what extent the fallacies of populism have been weakened among the Southern people by the influence of returning prosperity, and more recently, and, apparently, with greater rapidity, by the earnest and patriotic feelings which are kindled by the war. But while scattered indications of change in this direction have reached us from many quarters, it is a peculiar satisfaction to receive so intelligent and comprehensive an account of the state of public opinion in your region, as seen by a thoughtful observer uninfluenced by local prejudices and a mistaken popular sentiment.

"With all that you say of the true interests of the Southern people we cordially agree. They possess a region unsurpassed on the earth in its natural resources. With the intelligence and energy which characterize them these resources ought during the next generation to experience a development which will place them among the foremost communities of the civilized world in wealth and happiness. For this purpose they need only peaceful and harmonious relations with the rest of the country and such a settled and orderly state of society within themselves as will command the confidence of capital. The only great danger to the South is that the accumulated capital of the country, which is ready and eager to invest in the improvement of its boundless resources, shall be kept away by distrust. Let it be once understood that property invested in Southern enterprises is as safe under the guardianship of a sound public opinion and an enlightened local government as it is in England or New York, and the rapid strides of that region in prosperity will soon astonish the world. The most dangerous enemies of the South, as of the whole country, are those who strive to deceive and mislead the people upon economical and social questions by weakening the sense of obligation in financial matters, by spreading heresies with relation to the currency and by stirring up prejudice between sections of the country and classes of citizens. There is no doubt that the mass of the people in the Southern States, as in the North, possess conscience and intelligence sufficient to understand these

questions when they are properly informed. Let the truth be persistently set before them with the clearness and force with which it is expressed in the excellent leading article which you sent me, and the plans of the demagogues who are seeking power by misleading the people will be rapidly foiled.

"I beg you to believe that many of us who are engaged in administering large corporate interests which have a national character are by no means blind to the considerations which you suggest. It is possible, for instance, that you do not altogether realize the work which a corporation like the Mutual Life Insurance Co. of New York is constantly doing among the Southern people to counteract the prejudices and fallacies which threaten their prosperity. It is not, indeed, the province of a company like this to enter the political field, or to take any part in the conflict of parties, or even in the public discussion of political questions; but I believe that its influence in favor of sound financial views and of the harmony of interests among all sections of the land is continual and vast. This company, for example, has 4700 members in the State of Virginia. They have insured their lives for the benefit of their families to the amount of at least \$13,000,000. Every one of these families has a large pecuniary interest in the investments of this company, which are scattered throughout the whole country. Nothing could impair this interest so seriously as a failure to maintain the standard of value. Every payment of premium made annually or quarterly, every glance at the policy, every thought of the danger of death—which is always a possibility for every man—is a reminder to each one of these men of the vast importance of defeating every assault upon the credit of the nation, the value of the dollar or the settled order of society. In the Southern States, as a whole, we have more than 60,000 members, and their aggregate interest in the present and future accumulations of this company amounts to nearly \$200,000,000. A few even of those who are insured may be temporarily deceived as to their duty and interest, but on the whole this vast participation in the ultimate benefits to be derived from a strict maintenance of the standard of value is a prospect which must be a continual and potent stimulus to sound and conservative thought in their minds. In fact, we believe that this company, by its agents and policy-holders, keeps at work an immense body of missionaries in the Southern States perpetually diffusing correct principles of financial and social morality.

"Your suggestion that the intense mental activity and fervor of patriotism stirred by the great historical events of this year afford a peculiar opportunity to enlighten the minds of the people everywhere upon the great questions to which you refer is interesting and no doubt true. Men like yourself, who have struggled in vain against the narrowness of sectionalism and class prejudice, may now feel assured that the long-deferred triumph of the truths you advocate will be much hastened by these events. I am sure that your earnest appeal will meet with a cordial response from thinking men in all sections of the country."

The directors of the Galveston (Texas) Chamber of Commerce have adopted resolutions urging upon Congress the speedy completion of the Nicaragua canal.

THE BIRMINGHAM DISTRICT.

Preparing for the New Steel Works. Conference of Miners.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., June 27.

The conditions surrounding the market last week still prevail to a large extent, with some evidence of an attempt to secure more perpendicularity in the scale of prices, but it has not yet resulted in a righting up of the market. It may be said that there is not as much vim exercised in seeking customers at low values, which is an indication that sellers are getting tired of slaughtered prices.

Some hard licks have been given and taken, and punishment has been mutual and profits have suffered. The district has received much advertising, which is some compensation for the unprofitable business done. But only the grades that are usually in nominal supply and for which there is an irregular and nominal demand are what may be reported as firm. The standard grades are irregular at, say, prices quoted last week, with less disposition to encourage buying at figures then given.

Warrant iron is cutting no figure in the war of prices that has prevailed, the demand being almost nil and prices mostly nominal. In the export trade there was a respectable movement the past week. Ocean room was more freely offered and promptly taken. For Hamburg 2000 tons were taken, and Rotterdam got 1000 tons. Great Britain came in for some moderate lots, and Australia and Japan also secured some shipments. The first transactions for the week covered 5000 tons.

The Woodward Iron Co. is preparing to blow in its No. 2 furnace, and the Pioneer Company will soon light the fires in its idle furnace, which has been deferred owing to deficient coke supply. Unless some go out for repairs our production will be materially increased. At Ensley, where the new steel mill is to be located, the engineering corps is at work outlining the site and pioneering the way for the army of workmen which it is said will commence operations by August 1. This is mentioned only to show that aggressiveness will be continuous until the plant is ready for business.

The annual convention of the coal miners were in session the past week, and the deliberations culminated in a demand for an increase of five cents per ton in mining coal. It was promptly declined by the mine operators. Then at a conference between the parties in interest Mr. McCormick, the manager of the Tennessee Company, agreed to recommend to his company an advance of two and one-half cents per ton, commencing on July 1, when the existing contract expires. The Sloss Company last year signed a contract for two years with their miners and it naturally demurred to any alteration in it. The miners adjourned to submit the question to the various camps in the district. The convention reassembled today, the camps not being united in action, but in well-informed quarters the opinion is unanimous that the offer of the Tennessee Company will be accepted and the contention between it and its miners settled on a basis of forty cents at Pratt City. If this proves true the price throughout the district will be on this basis. The Sloss Company will be compelled to cancel its contract or lose its miners, for as there is far from a superabundance of mining labor in the district it would naturally concentrate at points where maximum prices were paid. No one anticipates a strike. While these differences are being adjusted a government agent has been here to investigate the condition of the coal interests and with

authority to contract for 100,000 tons of coal if he can secure it under required conditions. In the unsettled state of affairs negotiations had to be suspended. Now they will probably be resumed and the contract awarded to several interests. One of the conditions as to delivery was 10,000 tons per day, which is of itself a heavy output at this season of the year; but as the contract is a desirable one every effort will be made to smooth over the rough places, and we can safely regard it as secured.

At the rolling mill everything is being rushed to be ready for the shut-down on July 1 without leaving uncompleted orders on hand. If a season of unusual activity is an index of dividends the stockholders can anticipate good-sized checks with their annual statement.

The nut and bolt works is fast getting ready for business, and when it joins the industrial interests it will have all the latest, up-to-date improvements that experience and good judgment could suggest. The Warrior Machine Works sold last week two outfits for water works at interior points. The shops dependent on local interests for repair work are busy as can be. Hardie-Tynes Machine Co. is still running night and day and declining fresh orders.

In real estate activity has increased, and several transactions at improving rates attest that confidence is growing.

J. M. K.

New York and Philadelphia Iron Markets.

The iron trade in New York and Philadelphia has quieted down rather suddenly during the past few days despite the concessions accompanying the very liberal offerings of material, especially pig iron. The concession came too late or comes too early. There is very little disposition just now among consumers of any sort of material to make extensive contracts. A month ago there was more. The reason for the indifference is susceptible of different explanations. There is a well-grounded doubt whether the country can continue to absorb the present enormous furnace and mill and factory output. Then the higher range of food values has come at the wrong time and is hurting demand in other directions. The earnings of the people have not been correspondingly increased, and hence a temporary depression is noted in retail trades, though the aggregates of trade and traffic show that we are ahead of the phenomenal year of 1892.

Pig iron at New York is dull despite large offerings, and at Philadelphia only moderate sales of foundry are being made. Consumers in the territories controlled from both centers are waiting for developments. A few large consumers have bought, but the many do not see anything to be made by buying now but promissory notes. Quotations are:

At New York—No. 1 foundry, \$10.50 to \$10.75; No. 2 foundry, \$10 to \$10.50; gray forge, \$9.50 to \$10; basic, \$9.75. Northern are: No. 1, \$11; No. 2, \$10.50; gray forge, \$9.75.

At Philadelphia—No. 1 foundry, \$11.25 to \$11.50; No. 2 foundry, \$10.50; No. 2 plain, \$10.50.

Billets in Eastern Pennsylvania markets are \$16.75, without much sale. The usual amount is worked up and the regular amount of new business is light. Eastern deliveries \$16.75 today. A change in price is said to be probable.

Merchant iron rules low, and more mill capacity goes idle next week. Common iron is 1 cent per pound; refined, 1.10; special steel, 1.20 to 1.35. The expectation of big car-building orders has excited hopes.

Merchant steel consumption throughout the New England and Middle States has been very large during the second quarter of the year. As a rule, Eastern consumers have not bought very far ahead, while in the Western markets the contrary is the case. The present outlook is for a large midsummer demand.

The pipe and tube makers are figuring on large orders and anticipate a multitude of small orders for petty requirements, on which they figure out better prices.

The sheet-iron makers throughout Pennsylvania have closed a prosperous half-year, and all Eastern makers have enough orders on their books to keep them going a few weeks.

Plate mills are swamped with business, but somehow urgent buyers are taken care of, but higher prices are charged. Boiler-makers are particularly anxious for quick deliveries. The plate-iron market is very strong all through.

The same is true of structural material. Advance agents who are watching new enterprises and developments have reported that an unusually active summer can be relied upon. Plate is 1.15, universals 1.20, flange 1.30, angles 1.20, beams and channels 1.30.

Steel-rail makers are reported as having practically secured a large amount of business, but the office people give no details. Tracklaying in round figures was 1000 miles for first half-year, but the talk in trade circles is that double that mileage will be done during the last half. Quotation, \$17.50.

Old iron rails will soon begin to move at a delivery price of \$12 to \$12.50, and scrap dealers are gathering in steel scraps to fill orders for fall delivery.

The anthracite coal trade is in a very unsettled condition, and prices are weakening despite the restricted production.

Rumored Iron Movements.

It is reported that plans are being made for the combination of the steel and iron companies of the country in a syndicate in which J. P. Morgan and the Rockefellers will be dominant. This plan is said to mean the absorption of the Illinois Steel, the Carnegie, the Minnesota Iron and the Tennessee Coal, Iron & Railroad companies, and to include the control of the sources of supply of both iron ore and coking coal. As straws indicating the possibility of such a combination may be mentioned the recent organization of the National Association of the Manufacturers of Non-Bessemer Iron, with Mr. Nathaniel Baxter, Jr., president of the Tennessee Coal, Iron & Railroad Co., as president, the subscription by one of the Morgan interests to the stock of the Alabama Steel & Shipbuilding Co., recently organized, and the fact that two or three years ago Mr. Oliver H. Payne, of the Standard Oil, became a director in the Tennessee Coal, Iron & Railroad Co. It will be recalled that at the time the Manufacturers' Record stated that it was understood that Mr. Payne had made a careful investigation of the iron and steel-making advantages of Alabama, and that this probably meant that the Standard Oil interests would become active in the industrial development of the South. The general tendency of the great aggregations of capital in this country formed for the purpose of securing the most economic production and marketing is to find their home and their widest field of operations ultimately in the region of cheapest production. The South has all the resources at hand to meet the requirements of cheapest production, and if the rumored combination should be made it must be for the advantage of that region.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

St. Louis to Fort Smith.

A dispatch from Little Rock, Ark., states that the plan to connect St. Louis and Fort Smith, Ark., by a short line of railway is about to be carried out. The enterprise has been discussed for several years and the advantages of such a line have been fully detailed in the columns of the Manufacturers' Record. H. D. Mackay, of Pomona, Mo., promoter of the St. Louis, Siloam & Southern Railroad, announces that he has made all financial arrangements and will build that road at once, with a branch from Little Rock to Pomona, Mo. President Mackay is quoted as follows: "A construction company has taken the contract to build the entire line of the St. Louis, Siloam & Southern Railroad from St. Louis to Fort Smith, via Pomona and Harrison. The money is all arranged for. The work will commence at once. I shall also take hold of the line from Little Rock to St. Louis, via Pomona. I shall build that also, thus giving Little Rock a direct line to St. Louis."

The St. Louis, Siloam & Southern Railroad filed articles of incorporation in Arkansas in 1895. The company has a capital stock of \$5,000,000. It was formed for the purpose of constructing and maintaining a standard broad-gauge railroad from the city of Fort Smith through the counties of Sebastian, Crawford, Franklin, Madison, Newton, Boone, Marion and Baxter in Arkansas to connect with a railroad constructed from St. Louis. The length of the line in this State will be 145 miles. The board of directors was named as follows: Hector D. Mackay, St. Louis; Wm. J. Kreybill, Jacob E. Kreybill, Pomona; Frank Park, John Matthews, George Sengel, David J. Young, Fort Smith.

The road has been surveyed and the route located, as indicated by a map on file in the secretary of state's office.

The International Construction & Improvement Co. of Fort Smith, which has the contract for building the road, has filed articles of incorporation. The company's capital stock is \$1,000,000. Jesse French, John L. French, H. D. Mackay, John Dooley and J. S. Drake are incorporators. The objects are "to construct or promote the construction of railroads, bridges, manufactories, to aid and promote immigration, etc."

It is calculated that the road between Fort Smith and St. Louis will be about 300 miles long.

Railroad Building in the South.

In December last the Manufacturers' Record called attention to the probability of a very large railroad mileage being built in the South during 1898, stating that it might be the most notable year in the history of the South for construction. In the article an estimate was given of fully 3000 miles being promoted or under construction by companies who are able to carry out such enterprises. Estimates made by the Railroad Gazette, of New York, for the first six months of the year verifies to a great extent the statement of the Manufacturers' Record at that time. According to the Gazette, there have been built in the United States 1092 miles of new railroad. Alabama heads the list with 125 miles, then follow Missouri, ninety-four miles; Louisiana, seventy-eight miles; New Mexico, seventy-one miles; California and North Carolina, sixty-five miles; Texas, sixty-three miles; Georgia, sixty-two miles, and Okla-

homa Territory, sixty-one miles. Of the total mileage, 950 miles, or eight-ninths, was built in the States south of the Ohio river. With the exception of five miles in Maine, not a mile was built in the New England States.

Louisville & Nashville Wages.

Some time ago the Manufacturers' Record announced that the Louisville & Nashville Railroad Co. might restore the wages of the employes to the same scale as before the reduction made in 1893. Arrangements have been made to restore half of the cut beginning July 1, while it is probable that wages will be raised to the original figure within the next year. To give an idea of the importance of this step it may be stated that the Louisville & Nashville pays in salaries about \$9,000,000 per annum now. The employes of the Louisville & Nashville number about 17,000, and their salaries range all the way from \$15 per month to \$25,000 per year.

For some time past the financial condition of the Louisville & Nashville has aroused much interest in financial circles, the prediction being made that the increase in earnings would influence the directors of the company to resume dividend payments. Whatever may be their decision, it is evident that they intend giving their employes preference, as is indicated by the announcement already referred to.

Southwestern Freight Business.

According to President D. B. Robinson, of the St. Louis & San Francisco Railroad Co., the indications for freight business in the Southwest are very encouraging. In a recent letter President Robinson is quoted as saying: "I have spent a week on our road, and am very much impressed with the prospects for business. The Central division shows up better than I ever saw it. The wheat is plenty immense, and the number of cattle there so far is in excess of anything in former history. It is estimated that we will get at least 500 carloads of cattle from Kellyville, which is the first station out of Sapulpa on the new line. The prospects for grain and other business on the new Oklahoma line are exceedingly flattering, and we will probably have to have more new freight cars to handle our business this summer and winter. I was in hopes to get through without them, but it does not seem possible, as all our neighbors are blessed with good crops, and it would be difficult for us to borrow freight cars."

A New Florida Line.

A Florida dispatch states that operations are being pushed with vigor on the railroad between Tallahassee and Gainesville. F. F. McGarry, of Grand Rapids, is president, and R. L. Bennett, of Tallahassee, vice-president and general manager of the new company. They have bought a number of freight cars, three locomotives and 158 miles of rails, it is stated, which will be put on the roadbed as fast as received.

Early in the present year a franchise for this route was secured by the Florida Construction Co. by purchase. About three months ago the name of the road was changed to the Tallahassee South-eastern, contracts let for crossties and men put to work on the roadbed. Three hundred men are now cutting crossties and 280 are at work on the line of the road. Thirty miles of rails have arrived.

Gulf & Interstate Improvements

A Galveston dispatch announces that the Gulf & Interstate Railroad Co. anticipates a largely increased freight business

and is now completing the improvements made to its line which extends between Beaumont and Galveston. Additional wharf front is being built in Galveston harbor, and it is announced that the company will secure another ferry-boat, which will enable it to transfer 300 cars daily between its terminal at Bolivar Point and Galveston. During the month of April the company transferred 1600 cars between these points. By an arrangement with the Kansas City, Pittsburg & Gulf Railroad the Gulf & Interstate carries considerable business from Kansas City and other Western points into Galveston.

Tennessee's Railroads.

According to the annual report of the Tennessee railroad commission the value of railroad property in the State in 1896 was \$41,024,010. The 1897 assessment aggregates \$66,936,638. The increase in mileage over 1896 is 144; the average assessed value per mile is \$21,285.43; the increase of value over 1896 is \$25,912,628; the increase per mile over 1896 is \$7855.43. The total railway mileage is 2998. The gross earnings per mile of the railroad lines whose values were computed for assessment is \$5242.50, and the net earnings \$1773.40.

In Eastern Texas.

In a letter to the Manufacturers' Record, L. W. Lloyd, of Marshall, Texas, one of the promoters of the Gulf, Texas & Northern Railroad, states that preliminary arrangements to build it are being made as rapidly as possible, which includes surveys. Already about seventy-five miles have been located. The road may be built as far as Waskom, a distance of 186 miles. Mr. Lloyd states that it is calculated to complete the road within eighteen months from beginning the work. It will extend through Eastern and Northeast Texas.

Norfolk Street Railroad Co.

The Norfolk Street Railroad Co. has been successful in leasing what is known as the Old Point & Willoughby Spit Railroad, which means that the Norfolk Company now has a line direct from the city to Willoughby Spit, which is opposite Old Point Comfort. The terminus of the railroad is connected with Old Point by a steam ferry and it is probable that arrangements will be made for quick service from this point to the center of Norfolk.

Railroad Notes.

The Southern Railroad Co. announces the appointment of J. B. Haywood as traveling passenger agent, succeeding R. W. Hunt.

J. A. Hanley has been appointed traffic manager of the Kansas City, Pittsburg & Gulf Railroad, with headquarters at Kansas City, Mo.

The Frederick & Middletown Railroad Co. has arranged to lease the electric line now being built between Middletown and Myersville, Md., a distance of five miles.

As an indication of the business done by the railroads in the South on account of the war, a trainload of cartridges alone was recently shipped to Tampa, Fla., by way of Savannah, Ga., which comprised ten cars.

The business men of Temple and Salado, Texas, have determined to construct a railroad between these points, a distance of sixteen miles, and have been made a proposition from a firm of railroad contractors to complete and equip the line if they will furnish the right of way and do grading and bridgework. The com-

pany is about to be formed to carry out contracts. C. J. Granger, of Palestine, Texas, is among those interested.

A dispatch from New Orleans, La., states the idea of a union depot has been revived and that the city representatives may be asked to consider a plan for such a structure to be built on the river front. Among the roads mentioned are Southern Pacific, Louisville & Nashville, Texas & Pacific and Illinois Central.

In addition to laying heavier rails on its line, the Alabama Great Southern has let contracts for three steel bridges, which will replace iron structures. The bridges will be much stronger than the present ones and are designed to support heavier loads. The improvements are required by the amount of traffic over this line.

The Southern Pacific Company has recently completed a branch in Louisiana which will add considerably to its freight and passenger business in that State. The branch extends from Arnaudville to St. Martinville, through a portion of St. Martin's parish, and is three miles long. The line has been opened for operation.

The Consolidated Railway Co. of Baltimore has bought the section of the Columbia & Maryland road, partly built between Baltimore and Ellicott City, and it is understood will probably complete it. This portion of the line has been in the possession of a New York and Baltimore syndicate, which has disposed of its interests.

It is announced that the Ohio River & Charleston Railroad is to be sold by order of the court. In connection with this statement is a report that the South Carolina & Georgia Railroad Co. may possibly purchase the line and extend it to the Tennessee coal fields, also connect the portions now in operation in Tennessee and North and South Carolina.

The executive committee of the International Union of American Republics has continued as director of the Bureau of American Republics Mr. Frederic Emory until October 1. While acting as director of the bureau Mr. Emory will, as heretofore, by direction of the Secretary of State, continue to serve as chief of the bureau of foreign commerce, Department of State, in the work of editing the commercial reports of the diplomatic and consular officers. He was designated as acting director of the Bureau of the American Republics upon the death of the late director, Mr. Joseph P. Smith, on the 5th of February last, and was made director, with special powers, by action of the executive committee on the 28th of February last, to serve until June 30, 1898. His term as director has now been extended for three months longer.

Senator Martin, of Virginia, has offered an amendment to the deficiency bill providing for a deepening and widening of the Elizabeth river from Hampton Roads to the Norfolk Navy Yard. This amendment is favored by Secretary Long, of the Navy Department, who regards the measure as one of great urgency, particularly at this juncture, when the fortunes of war might render failure to make such a provision a public misfortune.

According to a St. Louis dispatch, Eastern capitalists have been examining the mineral lands in Southeastern Missouri with a view of making investments in this section of the country. The building of several railroad lines in the portion of the State mentioned has aroused outside interest in its mineral resources, as facilities will be afforded for shipping the lead and other ores to market.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

Tobacco at New Orleans.

From the terminals at New Orleans of the Illinois Central Railroad tobacco is now being shipped to Bremen. Since the Illinois Central added to its system the Chesapeake, Ohio & Southwestern, New Orleans has a direct line to the great tobacco regions of Kentucky and the Carolinas—Owensboro, Hopkinsville, Bowling Green and all the great tobacco marts of that section. "It is the rate which started the business to this point," says the New Orleans Picayune, "and, once started, the excellent facilities for handling it here, the ocean rate and the insurance advantage retains it. The outlook is that the business will not only increase as the present season advances, but that in another year there will be a still larger increase. The Illinois Central people are taking mighty good care of this business, and the promise they give is that before many moons have passed this city will not only be properly and justly called the grain market of the country, but the leading port in the shipment of tobacco. All roads share in this business, because, once started southward, shippers, profiting by the advantages they find here, have no inclination to move their business elsewhere."

Galveston's Grain Exports.

The people of Galveston are expecting a great grain movement through that port during the coming year. The exports of grain during the past year were more than 15,000,000 bushels, an increase of about 65 per cent. over those of the preceding year. It is pointed out that the increase would have been greater had it not been that much of the corn of the West was taken by feeders, being even shipped out of Kansas City to the grain-growing sections of Kansas for cattle-feeding during the spring. The wheat crop in Texas is enormous this year, and two weeks ago the first of this year's crop was shipped at Galveston for export. A committee representing the various commercial interests of Galveston has been traveling through the West, taking in Kansas City, St. Louis and Chicago, to make arrangements for the handling of the grain business at Galveston to the entire satisfaction of all, so that the grain export business of the port may be largely increased.

Will Increase Exports.

American provision dealers believe that the reciprocity treaty recently made with France will tend to greatly increase the exports of meats and other provisions. The French law, which went into effect in 1896, relative to canned goods, decreased the annual meat exports from this country from 5,000,000 to less than 1,000,000 pounds, it is stated. The present treaty, however, is very reasonable in its provisions. It is believed that Germany and Italy may follow the example of France, and thus extend the market. Such action would, of course, be of direct benefit to Southern commerce, as from Southern ports the shipments of packing-house products are steadily increasing.

More Vessels Sold.

The Atlantic Transport Line, which has its headquarters in Baltimore, has sold the government seven of its fleet in service between New York and Great Britain. It is understood that the ships will be used largely for carrying live stock and other supplies to the army in Cuba. The

vessels are fitted up for carrying cattle and have accommodations for passengers. The sale was made principally through the efforts of Mr. Bernard N. Baker, president of the company, it is stated. A New York dispatch announces that the Atlantic Transport people have bought five steamships of the Wilson-Furness-Leyland Line, which has been a competitor of the Atlantic Transport Line in the New York-European business. The ships sold the government range from 5000 to 8000 tons each, and, as the price for all was \$4,000,000, vessel men consider that the amount was very reasonable.

Pensacola's Deep Channel.

The Pensacola News is full of enthusiasm over the nearing completion of the 30-foot channel at that point. It believes that the meaning of this channel to Pensacola can hardly be comprehended at this date, and adds:

"Future commercial developments will not fail to convince us of its marvelous advantages, however. When Pensacola becomes the greatest port of the South, when her trade stretches to all the world's commercial marts, when there will be more ships in port during one month than were in one year before the dredging of the 30-foot channel, then shall we thoroughly realize its importance. We can scarce hope for the realization of these prophecies, but, nevertheless, they will be fulfilled at a date not distant. Pensacola is destined to become a great exporting center—there need be no doubt of that."

Shipping Texas Cattle.

A dispatch from Fort Worth, Texas, says that the trial shipment of 250 steers from Kansas, Texas and Missouri, by way of Galveston, to Cardiff, Wales, was so successful that a regular trade in live cattle has begun between the United States and Cardiff. A continuance of this trade will be a great developer of the cattle business in Texas and will bring much English money to that State.

Jottings at the Ports.

A dispatch from Newport News, Va., states that the Newport News Shipbuilding & Dry Dock Co. is preparing estimates on the cost of the battleships for which the government has solicited bids.

There is a possibility that several steam barges will be built for service on the Chattahoochee river and its tributaries. A company in Columbus, Ga., of which J. T. Davis is president, is interested in the matter.

While brimstone is an article contraband of war and liable to be seized by Spain if shipped to this country, a bark recently arrived at Savannah with 1100 tons from Sicily. The vessel will load with naval stores for Europe.

The government has purchased the steamship Norse King, which has been plying between Baltimore and European ports. The ship will be utilized for carrying water and will be equipped with apparatus for distilling fresh water.

It is announced that the efforts made to have the government deepen the channel from Hampton Roads to the Norfolk Navy Yard will result in an appropriation of \$350,000 being made for the work. When the improvement is completed, it is stated that ships of the largest size can come to the navy-yard dock.

The shipment of pig iron from Alabama and Tennessee furnaces for the first five months of this year have been 520,500 tons, an increase over the same period in 1897 of 120,751 tons; of cast-iron pipe, 54,000 tons, an increase of 25,018 tons.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

COTTON INDUSTRY AT GHENT.

Favorable Reception Given There to the New Cylindrical Bale.

Under date of June 2 Mr. Henry C. Morris, United States consul at Ghent, Belgium, makes the following favorable report regarding the place which the new cylindrical bale has taken in the cotton industry there:

"The cotton industry at Ghent is of such importance as to justify the expression of its opinion on all matters concerning this trade. There are twenty-two large establishments, with 565,202 spinning spindles and 84,642 twisting spindles. The amount of cotton bought and sold in this city is, therefore considerable, and the possibility of supplying this demand is worth the attention of American cotton-growers. As a matter of fact, cotton has in recent years been imported here in considerable quantities directly from the United States. Considerable, also, arrives here by way of Antwerp. Egyptian and Indian cottons have, however, always strongly competed with the American product. One of the causes retarding the development of American trade has been the great annoyance occasioned by the arrival of the bales in bad condition. Cotton spinners have for many years looked forward to some improvement in the method of sacking cotton which should assure its arrival in foreign markets in a good condition. It has, therefore, been with great interest that the invention of the round bale has been received. It seems as if this method of sacking cotton were destined to overcome the complaints heretofore so frequently made with justice against the condition of our cotton upon arrival in foreign warehouses. The American Cotton Co., organized a couple of years ago to work under the patents obtained for packing cotton in cylindrical bales, introduced last year a large number of round bales upon this market. It being the first season of activity on the part of this company, the bales thus sold here may be strictly regarded as merely samples. Upon inquiry of two or three of the principal spinners of this city I learn that these bales met with a very favorable reception. The process of packing consists in pressing the lint cotton into a thin, regular layer, which is subsequently rolled by special machinery into a cylindrical bale of the desired size. This bale is finally completely enveloped in a loosely-woven Hessian cloth. The advantages of this method of packing, as agreed by all who have seen such a bale, are evident and manifold.

"In the first place, the superiority of the covering assures the best possible presentation of the cotton and prevents any loss or waste during handling and shipment to destination. All marks and numbers are likewise well preserved and are not subject to any deterioration, erosion or change. Thus one of the chief difficulties of the cotton trade, the fraudulent substitution of bales en route, is entirely obviated. Owing to the regular form, greater density and smaller dimensions these bales are also much easier handled, packed and shipped in the course of their

journey from their place of origin to their ultimate destination.

"For the same reasons they are almost entirely water and fire proof, facts which should reduce the rate of insurance. For a given quantity of raw cotton they are naturally much smaller in volume than the old-fashioned bale.

"I am also told that the suppression of the iron bands reduces the tare from 6 per cent. to 1 per cent. At Ghent and in other cotton manufacturing districts of Belgium, as many other European countries, the round bale has been introduced. After due trial spinners are generally agreed that this method of packing marks great progress and that the system is destined to increase the export trade in American cotton."

The Round Bale in Cotton Fires.

A pamphlet has recently been issued by the British fire-prevention committee, the author of which is R. H. Scotter, C. E., in which he has a good word to say for the round cotton bale when it is exposed to destruction by fire. He estimates that there were 1,175,439 bales in Liverpool warehouses on March 24 last. As the lessening in fire loss since the epidemic of fires from 1890 to 1893 is attributed to the preventive measures adopted in 1893, Mr. Scotter believes that the principal causes leading to the outbreak and spread of cotton fires still remain, these causes being insufficient packing and inadequate compression; in a word, the importation of the great bulk of American cotton in the old-style bales. In support of this he says that the more carefully packed cottons coming from Egypt and India, though amounting to one-fifth of the whole quantity brought into Liverpool, have very rarely been involved in the big fires. Regarding the "round" bales, Mr. Scotter adduces some instances of recent experiments made in Liverpool—in particular of one in which an old bale and a new one were subjected to the same fire, and the latter (although it became unrolled in the process of being removed from the furnace and consequently blazed up more or less accidentally) came off much the better of the two—and also an instance of a recent United States fire, in which the round bales escaped nearly soot free from both fire and water. Mr. Scotter obviously inclines to the opinion that the saving of insurance on the new bales, the reduction of bulk, and the consequent saving in storage room, more than compensate for the original outlay.—Boston Journal of Commerce.

A 10,000-Spindle Addition.

The Rock Hill Cotton Factory Co., of Rock Hill, S. C., announced last year that it intended to make some extensive improvements during 1898. It is now stated that the improvements will include the erection of a new building and its equipment with 10,000 spindles, with preparatory machinery, twistors, power plant and a small weave shed. When the improvements are completed the company will be thoroughly equipped for the production of either cloth, knitting or twisted yarns. Plans for the proposed improvements are now in preparation by Mr. William O. Webber, of 509 Exchange Building, Boston, Mass. Mr. Webber has been engaged as engineer and architect, with full power to award all contracts. The company will increase its capital stock from \$200,000 to \$400,000 in order to acquire funds for the extension, expecting to expend between \$150,000 and \$200,000. The present mill has 7904 spindles and 192 looms in position. Mr. C. C. Garland, formerly of Manchester, N. H., will manage the mill.

Texas' Cotton Crop.

The Cotton Ginners' Journal, of Waco, Texas, publishes in the June number, which has just been printed, an article on this year's cotton acreage in Texas. The article reviews the work which has been done since October by the Dallas News in a vigorous and intelligent discussion of crop diversification and attributes largely to that campaign the decrease in the cotton acreage in Texas this year. It says: "We believe, as we have said, in a greater decrease than 8 per cent. in Texas. We hold to the opinion that in this State there is fully 10 per cent. less land in cultivation than last year, and this view is based on the reports of correspondents whose co-operation is at once unselfish and intelligent."

The Uniform Bale.

In commenting upon the effort now being made to improve the old system of cotton baling, "Dixie" says: "This effort to secure the adoption of a uniform bale is a step in the right direction. But cotton baling reform will be effected through the introduction of the cylindrical baling system. The only argument against the round bale is advanced by the compress owners—their investments would be impaired. But the march of progress will not be permanently blocked to serve personal interests."

This is exactly in line with the position taken by the Manufacturers' Record. Some individuals, such as compress owners and middlemen, may suffer, but the general public will be benefited by the round bale.

To Continue the Catawba Mills.

A commission for a charter has been granted to the Eureka Cotton Mills, of Chester, S. C. The company's capital stock is placed at \$60,000, with privilege of increasing to \$250,000, and the incorporators are Messrs. Le Roy Springs, Waddy C. Thompson and C. B. Skipper, of South Carolina, and Charles J. Webb, of Philadelphia, Pa. The company will continue the operation of the Catawba Mills, at Chester, which was purchased at court sale last week by Mr. Webb, one of the incorporators.

Durham (N. C.) Mill to Enlarge.

The Durham Cotton Manufacturing Co., of East Durham, N. C., has decided to erect an addition to its mill, to consist of a one-story building 125x250 feet in dimension, fully equipped with new machinery. The number of spindles or looms to be installed has not been announced. About 250 more operatives will be employed. The company's present mill has 12,000 spindles and 340 looms in place.

To Expend \$7000 on Improvements.

The directors of the Huntsville Cotton Mills, Huntsville, Ala., held their annual meeting on the 24th ultimo. After hearing the reports of the managing officers it was decided to declare a dividend of 10 per cent., which was accordingly done. It was also decided that \$7400 be expended for the purchase of new spindles and other machinery.

Textile Notes.

The Eufaula Cotton Mills, of Eufaula, Ala., has declared a semi-annual dividend of 4 per cent.

The Engleworth Mills, of Randleman, N. C., are now building a new structure which will be equipped with eighty more looms.

The Hazlehurst Compress & Manufacturing Co., of Hazlehurst, Miss., contemplates the establishment of a yarn and rope factory, and is now inviting corre-

spondence from manufacturers of the machinery required.

The Modena Cotton Mills, of Gastonia, N. C., has decided to wait until the Spanish-American war is at an end before building its proposed new yarn mill.

The Kincaid Manufacturing Co., of Griffin, Ga., has obtained another government contract for supplying the army with cloth for uniforms. The order filed calls for 2,000,000 yards of jeans suitable for trousersings at fifteen cents per yard, which makes the contract amount to \$300,000.

The new Wiscasset Mills, now building at Albemarle, N. C., will manufacture ply yarns, instead of hosiery yarns, as was at first intended. The plant will be equipped with twister spindles to the number of 12,000, and the capacity will be 20,000, the additional spindles to be added when business warrants it.

The Pearle Cotton Mills, of Beverly, Ga., is adding a steam plant to its mill, which will include a 150-horse-power engine. The company is now in the market for the engine and will buy a second-hand one of Corliss type, with piping and boiler-feed pump, two-inch discharge, if a second-hand one in good working condition can be found.

Mr. J. A. Tyson, secretary of the Norwood Cotton Manufacturing Co., of Norwood, N. C., writes that work will be commenced soon on the erection of the buildings for the plant. The main structure will be 237x78 feet, with an "L" 82x39 feet. The company expects to spin only, using twistors to produce fine thread. Five thousand spindles will be installed.

The Henrietta Mills, of Henrietta, N. C., had vacant space in its mill No. 2, which it filled with some new machinery for making 30 and 40 two-ply warps for the market instead of print cloths. The company has discontinued shipping carpet yarns from its No. 1 mill, and has taken an order for heavy duck for the United States army; in filling this order two and three-ply yarns will be used.

The improvements to the mill of the Marietta (Ga.) Knitting Co. have been completed. The company now has forty-five knitting machines, two sewing machines, one electric generator, engine and boiler, two steam hosiery presses and one steam hosiery dryer. The mill's production per ten hours is now 200 dozen half-hose. The installation of twenty-four more knitting machines is contemplated.

Mr. C. H. Reynolds writes from Charleston, S. C., that the mill (noted several months ago as projected by him) is a plant already built and in operation. It is the Cumberland Mills, located near Fayetteville, N. C., and a mortgage of \$22,000 is now about to be foreclosed on the property, the sale to take place in a few months. The capacity of the mill is 3000 spindles, and it will be re-equipped thoroughly with new machinery. The property includes 800 acres of land, good water-power, four-story frame structure, superintendent's dwelling, store and twenty-five cottages for operatives. Coarse yarns will be produced. Mr. C. H. Reynolds has his permanent address care of the Eastern Building and Loan Association, of Syracuse, N. Y.

The merchants of St. Louis are making earnest efforts to extend the trade of that city through the Southwest and Mexico, toward which territory New York is endeavoring to reach out. Dry goods and jobbing houses of St. Louis sold more than \$30,000,000 worth of goods in the territory last year, and it is estimated that this year's sales will reach \$45,000,000.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., June 28.

The cotton-oil market is lifeless and no disposition to buy in quantities is apparent from any source. The statistical position of the article remains, of course, unchanged, but, owing to the unusual lack of demand, which is quite unexpected, prices are easier. It is difficult to explain just why such conditions as those which prevail exist at this time, if not owing directly to the weak and unsettled condition of the lard market. The late drop in lard has paralyzed the demand for compound lard, with the result that cotton oil, notwithstanding the light stocks, is at the moment a drag on the market. The latter condition is due to the fact that all sources of consumption are neglecting the product, the declining tallow market also favoring soap manufacture to the disadvantage of cotton oil. September lard, Chicago, is selling at 5.72½ cents. At this market compound lard is quoted at 4½ cents, and tallow at 3½ cents, which latter is looked upon as bottom price for the season. Many predictions have been made so far this season with regard to cotton oil which have lacked verification, and at this writing there is not enough demand or pressure to release stocks to affect the market one way or the other, but it is confidently felt nevertheless that after July 4 an improvement will take place. English oil has declined 3d, and there would appear to be an abundance for current needs in that country. Stocks in Texas mills are unimportant, as well as at Atlantic coast points, the bulk now available in the country being in the Mississippi valley. It is recognized that there is less oil on offer than at any previous season, and the conditions of supply are such that the least demand will have the effect of favorably influencing prices. Prime crude is bid at 20½ cents, but the market is bare of this grade in barrels. In prime yellow a little business is passing at 25½ cents, July. The following are closing prices: Crude, 19 to 20½ cents; crude, loose, f. o. b. mills, 17 to 18 cents; summer yellow, prime, 24½ cents; summer, off grades, nominal; yellow, butter grades, 27 to 28 cents; white, 30 cents; winter yellow, 29 to 30 cents; salad oil, 31 to 32 cents. It is felt that bottom prices have been reached in cotton oil, although exporters are looking for lower figures. Exports for the week aggregate 5760 barrels, chiefly on old contracts, and receipts 2560 barrels.

Cake and Meal.—There is very little demand, with nothing new to report, prices being somewhat easier at primary points.

Cottonseed-Oil Notes.

The Uniontown Cotton Oil Co., of Uniontown, Ala., has been incorporated, with a capital of \$40,000. All of the shares have been taken, a building site has been purchased and work will begin at once upon the buildings. A complete outfit of machinery was purchased last week from the Calahan Co., of Dayton, Ohio. The incorporators of the company are J. H. White, Maria P. Davidson, W. H. Tayloe, G. B. Johnstone and W. J. White.

The Hill City Oil Mill, at Vicksburg, Miss., was destroyed by fire on the 24th ultimo. One thousand tons of seed and 250 tons of meal and cake were destroyed. This mill was one of the oldest plants in

the South and was recently fitted out with new machinery. The mill's capacity was 12,000 tons annually. There was an insurance of \$11,000 on the machinery and stock, but none on the building. The officers of the company are L. M. Smedes, president; E. C. Carrol, vice-president, and D. B. Rundell, secretary. The mill will not be rebuilt.

The market in New Orleans for cottonseed products is quiet, with values unchanged. As the crushing season approaches there is considerable speculation as to the future of the market. Mills in Louisiana, Texas and other sections adjacent to the city are all preparing for next season's work. There is a steady export trade reported in cake and meal, mostly to foreign ports. Receivers' prices are reported as follows: Cottonseed, \$7 per ton (2000 pounds), delivered to the mills; cottonseed meal jobbing at the depot, \$17 per short ton and \$19.50 per long ton for export f. o. b.; cottonseed oil, 18 cents per gallon for strictly prime crude; in bulk, 16 cents, and 22 cents for refined oil at wholesale or for shipment; oilcake, \$19.50 per long ton f. o. b.; linters—A, 3½ cents; B, 3¼ cents; C, 2½ to 3 cents; hulls delivered at 12 to 17½ cents per 100 pounds, according to the location of the mills.

May Invest in Copper Mines.

A Boston dispatch states that samples of copper ore from Granville and Person counties have been exhibited in that city and have attracted much interest from investors and others. Boston companies are extensive operators in Western copper mines, and there is a possibility that their operations may be extended into the South. Several mines have been worked along the Atlantic & Danville Railroad, which have recently been examined by Boston parties. Among those who have taken interest in the matter are A. M. Graves and A. W. Lassiter, of Oxford, N. C.

The last of the machinery of the saw-mill plant of the Wilmington Lumber Co., of Wilmington, N. C., was shipped on the 23d ult. to Georgetown, S. C. The plant was that of a hand-saw mill, and it was purchased by Messrs. P. J. Doyle, H. J. Thicker, George A. Doyle and J. A. Thicker, who have gone into the saw-milling business at Georgetown under the corporate name of the Winyaw Lumber Co. The company has organized with a capital of \$20,000, has purchased the plant of the Palmetto Cypress Co., at Georgetown, is remodeling and improving the same and will add the machinery of the saw mill purchased at Wilmington, giving it capacity for cutting 50,000 feet of lumber per day.

Considerable activity prevailed in the lumber trade of Jacksonville, Fla., during the month of June, and during the past week shipments were the largest for any week during that month. Among the clearances the following vessels were reported: Schooner John S. Deering for Baltimore with 433,000 feet of lumber; schooner Sebago for New York with 250,000 feet, and brig Nokomis for the same port with 226,000 feet; bark Peerless for Cayenne, British Guiana, with 240,000 feet of lumber; schooner Bayard Hopkins for Philadelphia with 225,000 feet; schooner Ann J. Trainor for Providence, R. I., with 401,000 feet of cypress lumber. The Clyde Line steamers for New York took out about 700,000 feet of lumber, 4500 crossties and 150,000 shingles, with other cargo, and the steamer Pawnee, of the same line, for Boston, cleared with 150,000 feet of lumber and 2500 bundles of shingles.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., June 30.

The local lumber market shows no disposition towards increased activity, and, as usual at this period of the season, transactions are moderate in volume. There is a fair trade, however, in certain lines and prices are generally firm throughout the list. Receipts of North Carolina pine are light and stocks are about sufficient to supply the present demand. There is a scarcity, however, of box lumber and prices are firm and higher. There has been some demand from planing mills during the week, and dressed lumber is in good shape. Kiln-dried North Carolina pine is selling freely and the demand both from home and foreign sources is better. White pine is steady, with a better demand. In hardwoods the local trade is light, there being only a limited demand from the usual sources. The export trade is improving and shippers report the outlook more encouraging.

Charleston.

[From our own Correspondent.]
Charleston, S. C., June 27.

The volume of business last week in all channels of the lumber industry was very light, and the demand generally for the month shows a decrease in shipments. There is, however, considerable business at Georgetown and at other milling sections adjacent to this city. Mills, as a rule, are all busy, and it is expected that during July and August shipments will be much larger. Prices are steady, with a better demand for good grades, and at the close of the market on Saturday quotations ranged as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles, and stocks are not heavy, while shipments continue fair. Prices range from \$4 to \$7 per thousand, as to quality and condition. Among the clearances last week were the schooners Fannie L. Childs with 25,000 feet of lumber, and the George H. Ames with 350,000 feet, both for Fall River, Mass. The total shipment of wood products from this port from September 1, 1897, to June 24, inclusive, amounted to 47,146,226 feet, against 53,634,964 for the corresponding period last year. There is a better inquiry for vessels and lumber freights are firm. Rates to Fall River are quoted at \$4.50.

Savannah.

[From our own Correspondent.]
Savannah, Ga., June 27.

Business in nearly all lines of the local lumber market continues good, and the demand from Northern and Eastern points is much more pronounced. The offering of tonnage is better and rates are down to the normal and in some cases slightly lower than usual at this period of the season. Reports from milling sections in Southern Georgia are very encouraging, all the mills of any size being well supplied with orders. Prices, as a rule, are steady for all desirable grades of material, and holders are generally firm in their views, asking outside figures. Stocks as reported at the various mills are not heavy, shipments being made almost as fast as the cut is turned out. At the close of business on Saturday last

values f. o. b. were as follows: Minimum yard sizes, \$11; car sills, \$11.50; difficult sizes, \$12.50 to \$14; ship stock, \$16.50 to \$18; sawn crossties, \$9.50 to \$10; hewn crossties, 33 cents per tie. During the past week the shipments of lumber amounted to nearly 4,000,000 feet, being distributed as follows: New York, 951,652 feet; Baltimore, 278,187 feet; Philadelphia, 1,275,433 feet; New Haven, 412,000 feet; Gardner, Maine, 391,200 feet, and Portland, Maine, 474,726 feet. The following lumber charters were reported in New York last week: Schooner Charles C. Davis, 508 tons, hence to Philadelphia at \$4.50; a schooner, 230,000 feet dry cypress hence to Irvington at \$4.50; schooner R. S. Derby, 367 tons, hence to Philadelphia, lumber, \$4.50; schooner E. M. Reid, 400 tons, hence to New York, lumber at \$4.62½, and schooner Nimrod, 257 tons, same, with dry cypress at \$4.50. Rates on railroad ties, basis 44 feet, are 13½ cents to Baltimore, 14½ cents to Philadelphia and 16½ cents to New York.

Mobile.

[From our own Correspondent.]
Mobile, Ala., June 27.

The timber market here at present is very quiet both for hewn and sawn timber, and there is very little business being transacted in contracts for future delivery. Rates of freight continue high, and the slight decrease reported in rates has very little effect with shippers. Sawn timber when placed upon the market will bring 9 cents per cubic foot, 40-foot basis, and hewn timber is quoted at 11 to 12 cents, basis of 100 cubic feet, average B1 good. Exporters of timber who are holding large stocks have begun to sink their timber in order to preserve it, which will incur considerable expense. The lumber market is quiet, with prices steady for all desirable material. At all milling sections adjacent to this city mills are busy, but are not burdened with an over-supply of orders. During the past week the following clearances were reported: Steamer Bendcliff for Liverpool with 14,517 cubic feet of sawn timber and 234,285 feet of lumber; ship Australia for Hamburg with 46,308 cubic feet of sawn timber, 11,055 cubic feet of hewn timber and 207,578 feet of lumber; bark Rana-rolia for Rhyl, Wales, with 23,063 cubic feet of sawn timber, 1014 cubic feet of hewn timber and 10,235 feet of lumber; steamer Garonne for Tampico, Mexico, with 60,000 feet of lumber, and schooner Georgiana for Cayman Brac with 20,000 feet of lumber. Among the Gulf-port charters reported in New York last week were the following: A British steamer, 2012 tons, from Pensacola to Alexandria with sawn timber at 130/, July-August, and a British steamer, 1726 tons, from Pensacola to the United Kingdom with sawn timber at about 115/, July. The total shipments of lumber from this port from September 1, 1897, to June 24 amounted to 45,408,805 feet, against 60,545,442 feet for the corresponding period last year.

Lumber Notes.

The Yellow Pine Tie & Timber Co., of Silsbee, Texas, was chartered last week with a capital stock of \$5000. The incorporators are Charles Martin, T. A. Robinson and George Hymers.

Col. George W. Curtin, of the Sutton Lumber Co., of Sutton, W. Va., has been commissioned as brigadier-general, succeeding General Spillman, who went with the West Virginia Volunteers.

The Cummer Lumber Co., of Norfolk, Va., has just completed the erection of a "refuse burner." It is an immense furnace with a stack twenty-five feet in diameter, built of three-quarter-inch boiler iron, and rising to a height of 116 feet.

Its sole and only purpose is to consume the refuse of the mill, slab wood, etc.

It is stated that Brunswick, Ga., furnished 65 per cent. of all the lumber and square timber that went from American ports to Spain during the year 1897, and of the 176,106,000 feet shipped Brunswick contributed 113,307,000 feet.

The large dry-kiln of Sanders Bros. & Co., at Lewisburg, Tenn., was destroyed by fire on the 24th ult. The kiln contained about 20,000 feet of poplar lumber. The loss is estimated at \$1000, which was about half covered by insurance.

There is a very good logging tide in the streams tributary to the Tennessee river in the vicinity of Chattanooga and several million feet of logs came out last week on the rise. The log rafts are from the Clinch, Powells and Hiwassee rivers.

The buildings of the American Handle Works at West Point, Miss., were totally destroyed by fire on the 21st ult., together with considerable stock. Neither buildings nor stock was insured. It is stated that the works will immediately be rebuilt.

Among the clearances reported last week from Pensacola, Fla., were the following: Bark Guilo Clemenza for Tunis with 265,704 feet of timber and 18,347 feet of lumber; barkentine Latwiga for St. Nazaire with 371,700 feet of timber and 29,397 feet of lumber, and bark Vega for Newport with 371,000 feet of timber and 12,010 feet of lumber.

It is stated that J. W. Boyd & Co., a large lumber firm at Scottsville, Ky., and the Union Lumber Co., of West Nashville, Tenn., have effected a consolidation under the style of the Union Lumber Co. The company will have its headquarters in Nashville, but the mill at Scottsville will continue in operation. A large planing mill will be erected in West Nashville and the business of the company otherwise enlarged.

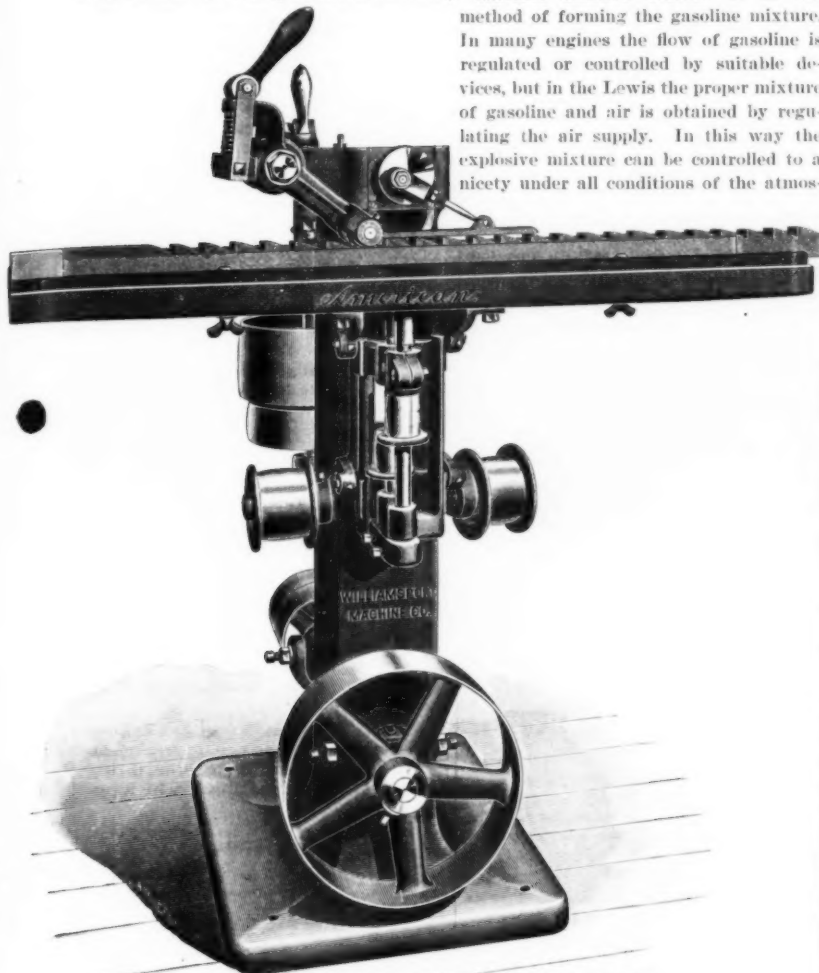
Mr. A. Delavigne, secretary of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans, reports the receipts of building material in that city for the week ending June 24 as follows: Lumber, 1,355,500 feet; shingles, 75,000; oak staves, 153,546, and cypress staves, 76,000. The total shipments of lumber for the season amounted to 65,577,126 feet, against 63,192,000 feet for the corresponding period last year.

A called meeting of the Alabama lumber manufacturers was held last week at Birmingham, Ala., with a view to equalizing lumber production and prices, the market being dull, with heavy stocks on hand. A number of Mississippi lumber men were also present, but owing to the small attendance of Alabama lumber men, nothing was accomplished. A resolution was adopted requesting the president of the Southern Lumbermen's Association to have the annual meeting of the association held on Lookout mountain in July.

The firm of Price & Co., of Clarksburg, W. Va., was dissolved by mutual consent on the 22d ult., having expired by limitation. The business of the late firm will be closed by E. Stringer Boggess, who will collect all outstanding accounts, pay all the debts and complete all outstanding contracts of the late firm and will sign for "Price & Co. in liquidation by E. Stringer Boggess." W. S. Price will continue the lumber business as heretofore under the firm name of Price & Co., at Clarksburg, W. Va., and Baltimore, Md., with principal office at Baltimore, Md. E. Stringer Boggess will continue the export and wholesale lumber business, with offices at Clarksburg, W. Va., and Baltimore, Md.

MECHANICAL.**Automatic Blind-Stile Boring Machine**

Here illustrated is the new automatic blind-stile spacing and boring machine, built at the Williamsport Machine Co.



AUTOMATIC BLIND-STILE BORING MACHINE.

branch of the American Wood Working Machine Co., Williamsport, Pa.

This machine has a substantial column with a broad base. The boring spindles are mounted in a heavy frame with connected bearings, and have a vertical movement at each revolution of the feed-shaft to suit the depth of hole being bored. It will bore two stiles at one time, spacing and boring holes at any distance apart from one inch to one and seven-eighths inches; its capacity is 9000 holes per hour. Special boring bits are made for this machine, which will not break—a feature that will be appreciated.

Another important feature to which the manufacturer wishes to call special attention is that all holes are absolutely certain to be bored the same depth. For prices and descriptive circular of this or any other woodworking machinery, address as above or any of the salesrooms, located at 109 Liberty street, New York; 94 Pearl street, Boston, and 45 South Canal street, Chicago. By addressing the nearest salesroom time will be saved and a prompt response received.

Lewis Gas and Vapor Engine.

This engine has been on the market for several years, has passed through all the experimental stages and been thoroughly tried and tested by years of use. Wherever these engines are in active operation the users of them speak in the highest terms of their efficiency, economy and smooth-running qualities. The Lewis engine differs in principle from other gas and gasoline engines in the field. The main feature of it is in the design of its governor and mixing device. The engine has a positive governor, which controls

the inlet valve and allows the engine to impulse every alternate revolution, securing steady motion and smooth running. This feature is especially appreciated by all users of gasoline engines of experience.

Another marked feature is in the method of forming the gasoline mixture. In many engines the flow of gasoline is regulated or controlled by suitable devices, but in the Lewis the proper mixture of gasoline and air is obtained by regulating the air supply. In this way the explosive mixture can be controlled to a nicety under all conditions of the atmos-

pressure at the proper time and leaves very little heat to be passed out through the exhaust valve. Users of gas engines, who have been annoyed by the burning out of exhaust valves, will recognize the importance of the primary exhaust in the Lewis. It will be seen that this feature is invaluable in reducing the noise from the exhaust so common in gas engines.

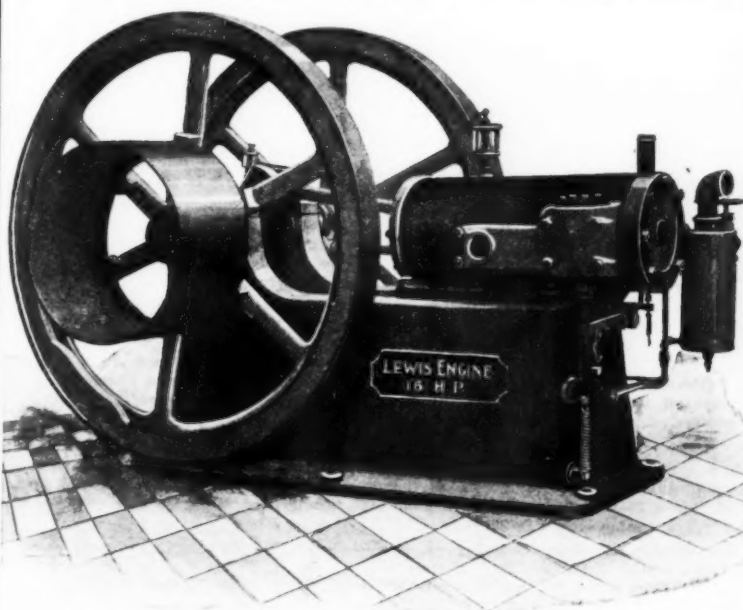
Owing to high compression this engine requires a much lower heat to ignite than some engines, consequently the ignition tube does not burn out so quickly as if heated to a higher temperature. The engines are furnished either with tube ignition or electric ignition. The electric igniter is exceedingly simple and durable. The spark is produced by platinum points having a wiping contact.

The engine has very few working parts; its simplicity makes it easy for one of ordinary intelligence to operate it; mechanical construction is of the best; it is pleasing in appearance, and the proportions are such as experience has demonstrated to be correct. Each size, it is claimed, will develop on brake test considerable in excess of the rated horse-power. The J. Thompson & Sons Manufacturing Co., of Beloit, Wis., maker of the Lewis engine, has had forty years experience in manufacturing, and is provided with ample facilities for producing high-grade engines.

It is stated that the Stono Phosphate Co., of Charleston, S. C., was sold last week to the Virginia-Carolina Chemical Co. for a price said to be between \$60,000 and \$70,000.

The following domestic shipments of phosphate rock were reported at the port of Charleston, S. C., last week: Schooner Fannie Brown for Richmond, Va., 775 tons, and schooner Fannie Arthur for Norfolk, Va., 900 tons. The total shipments to domestic ports from September 1, 1897, to June 24, inclusive, amounted to 80,344 tons, against 78,246 tons for the corresponding period last year.

The movement of Tennessee phosphate rock from the port of Pensacola to domestic and foreign ports shows up remarkably well for the month of June. The Austrian steamship Styria cleared



LEWIS GAS AND VAPOR ENGINE.

difficulty is entirely overcome by its form of air regulation. The engine can be easily started in the coldest weather.

The Lewis engine has two exhausts, the first or main exhaust occurring at the end of the stroke through a port uncovered by the piston. This feature is a very important one, as it relieves the engine of

last week with 2200 tons by the Tennessee Phosphate Co.; the Company Generale des Phosphates is loading the steamers Glenfield and Somerhill, and another steamer, not named, will be loaded by the Central Phosphate Co. The schooner H. J. Smith will load 999 tons for Cartaret, N. J.

PHOSPHATES.**Phosphate Markets.**

Office Manufacturers' Record,

Baltimore, Md., June 30.

The local phosphate market is quiet, without material change, and the demand light, in sympathy with other fertilizer material. The movement of phosphate rock from the ports shows a material increase as freight rates have become easier, with other conditions more favorable. The work of development in South Carolina is progressing among river miners, and there is a fair demand from domestic as well as foreign sources. Prices are nominally steady. In Florida the work among both land and pebble miners is being more vigorously pursued, as there is a better general inquiry for the product, while prices hold firm. The work among Tennessee miners during the past five months has been of unusual volume, and shipments to May 31 aggregated over 90,000 tons, while during the year 1897 a little over 100,000 tons were shipped. Shipments for the current year, it is stated, may reach 175,000 to 200,000 tons. Freight rates, coastwise and foreign, are easier, and during the past week the following charters were reported in New York: The British steamer Thomas Melville, 1066 tons, from Port Royal to the United Kingdom or Continent with phosphate rock on private terms; a British steamer, 1881 tons, from Tampa to Antwerp with phosphate rock at 21/6 and free lighterage, June-July; British steamer Thorntondale, 1390 tons, from Charlotte Harbor to United Kingdom, excluding Berwick, Ipswich and Lynn, with phosphate rock at 18/9, July; a British steamer, 1843 tons, from Fernandina to Stettin with phosphate rock at 18/6, and British steamer Ness, 1963 tons, from Savannah to Stettin with phosphate rock at 18/.

Fertilizer Ingredients.

The tone of the market for ammoniates is quiet, with a slight movement during the past week. The demand from the usual sources is moderate and values are easier. There is very little inquiry from the South. Nitrate of soda is quiet, with values steady. Sulphate of ammonia is steady at former figures.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 45 @	—
Nitrate of soda	2 25 @	—
Blood	1 85 @	1 90
Hoof meal	1 70 @	—
Azotine (beef)	1 80 @	—
Azotine (pork)	1 80 @	—
Tankage (concentrated)	1 65 @	—
Tankage (9 and 20)	1 80 and 10	—
Tankage (7 and 30)	17 00 @	17 50
Fish (dry)	20 00 @	—
Fish (acid)	12 00 @	—

Phosphate and Fertilizer Notes.

The British steamship City of Newcastle cleared last week from the port of Savannah with 2700 tons of Florida phosphate rock, valued at \$27,000. The cargo was shipped by Strachan & Co.

A second order for the sale of the Wappler Mills was signed last week in the United States Circuit Court at Charleston, S. C. At the first sale the upset price was fixed at \$15,000, but under the amended order no upset price is fixed, and the receiver is authorized to sell to the highest bidder.

Shipments of phosphate rock from Mt. Pleasant, Tenn., for the month of May amounted to 29,019 tons, and from the Hickman county fields 1376 tons. For the five months ending May 31 the shipments of Tennessee phosphate rock amounted to over 90,000 tons, while the total shipments for 1897 was a little over 100,000 tons. It is thought that for the current year the shipments will be between 175,000 and 200,000 tons.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Athens—Cotton Mill.—William Lapington will put in a carding mill.

Huntsville—Cotton Mill.—The Huntsville Cotton Mills will expend \$7000 on new spindles and other machinery.

Isbell—Woodworking Factory.—M. N. Smith will erect a plant to manufacture cedar fence posts and other specialties from cedar, oak and poplar timber.

Mobile Ice Plant.—J. Howard Wilson, general manager of the Mobile Light & Railroad Co., contemplates the organization of a stock company for the erection of an ice plant.

Uniontown—Oil Mill.—The Uniontown Cotton Oil Co. has been incorporated, with a capital stock of \$40,000, by J. H. White, W. H. Taylor, G. B. Johnstone and W. J. White, for the erection of a cottonseed-oil mill, machinery for which has already been contracted for.

ARKANSAS.

Batesville—Water and Electric-light Works.—The city has received the plans and specifications for its proposed water and electric-light works, previously reported, and will soon award contracts for their construction. Owen Ford, of St. Louis, Mo., prepared the plans. Address Robert Neill, president board of improvements.*

Pine Bluff—Electric-power Plant.—The Pine Bluff Street Railway Co. has selected site for its new electric-power plant. Wilber W. Harrison, Anderson, Ind., is a promoter of the enterprise, and can be addressed for information.

FLORIDA.

Lauraville—Steamboat, etc., Company.—The Suwanee River Steamboat Co. has been incorporated, with a capital stock of \$10,000, for the purpose of constructing and operating steamboats, barges and other vessels, by Robert A. Ivey, Branford, Fla.; Sidney V. Hough, Lancaster, Fla.; Thomas B. Handley, Mayo, Fla., and others. Address Robert A. Ivey.

GEORGIA.

Atlanta—Street Improvements.—Washington street will be repaved with asphalt from

Hunter street to Woodward avenue at an estimated cost of \$17,081.75. At a meeting of the general council held recently a committee was appointed to look into the feasibility of extending Alabama street into Hunter street. Address Charles A. Collier, mayor.

Augusta—Cotton Mill.—Regarding the reports of another large cotton mill, the Board of Trade informs us that so far as its knowledge goes they are unfounded.

Beverly—Cotton Mill.—The Pearle Cotton Mills are adding a steam plant, including a 150-horse-power engine.*

Cedartown—Cotton Ginnery.—The Cedartown Company has purchased the Featherston ginnery. The present steam plant will be discarded and the gin operated by electricity from the 125-horse-power generator to be placed in the Cedartown Cotton Manufacturing Co.'s mill. The ginnery may be improved and enlarged.

Cedartown—Flour Mills.—Rev. George E. Benedict has purchased a roller-process equipment for his flour mills.

Cochran—Cottonseed-oil Mill.—T. F. Dunham will organize the stock company for the erection of the cottonseed-oil mill reported last week.

Egypt—Saw Mill.—The Foy Manufacturing Co. has contracted with the Georgia Iron Works, Augusta, for a full and complete saw-mill equipment; plant to have all the latest modern improvements and be of 250 horse-power, with a capacity of 50,000 feet of boards per day.

Fitzgerald—Water Works and Electric-light Plant.—The city is now arranging for the construction of its water works and electric-light plant, previously reported. Bids are being advertised for; C. C. Goodnow, mayor.*

Homer—Cotton Mill.—It is proposed to organize a company to establish a cotton mill; W. L. Davis, of Texarkana, Ark., and S. B. Kirby, of Little Rock, Ark., are interested.

Marietta—Knitting Mill.—The Marietta Knitting Co. contemplates putting in twenty-four more knitting machines; John H. Barnes, manager.

KENTUCKY.

Lexington—Bridge.—If Lexington avenue is extended, as is proposed, the Chesapeake & Ohio Railway Co. will construct a bridge over its tracks to be crossed by the line of the street. Address G. W. Stevens, general manager, Richmond, Va.

Louisville—Power Company.—The Illinois Power Co. has been incorporated, with a capital stock of \$50,000, by Robert E. Woods, H. S. Brashers, C. C. Roswell, D. E. Coulter and R. A. Brashers.

Mayfield—Lumber Mill.—The Mayfield Lumber Co. will rebuild its plant reported as burned; loss on burned plant \$14,000.

Mayfield—Lumber Mill.—The Mayfield Lumber Co. writes that it will rebuild its burned plant at once, and will put in some light machinery.*

Whitley County, etc.—Coal Mines.—A dispatch from Louisville states that the sale of the Jellico mines to an English syndicate has been completed. Messrs. McCrosky, Morton & Jerome, of London, England, represented the English parties, and Messrs. E. T. Halsey, Hywel Davis and Powhattan A. Toldridge the Louisville interests. The property includes a total acreage of 32,729, owned by eight different companies operating in the Jellico district, situate in Whitley county, Kentucky, and Campbell county, Tennessee.

LOUISIANA.

New Iberia—Sugar Plantation.—The Sara Planting & Refining Co. has purchased the plantation of Pierce & Canty, and will probably operate same.

New Orleans—Electrical Company.—J. K. Newman, Isidore Newman, Edgar Newman, C. H. C. Brown and William T. Spranley have incorporated the Newman-Spranley Co., Limited, for the purpose of conducting a general electrical and construction business; capital stock \$50,000.

White Castle—Sugar Mill.—Mrs. J. S. Tuttle contemplates increasing the steam capacity of her sugar mill.

MARYLAND.

Antietam—Lime-kilns, etc.—The Antietam Lime & Stone Co., of Montgomery county, Maryland, reported last week under Montgomery county, has organized with William

Metzger, Poolesville, Md., president; F. A. Dawson, Poolesville, Md., vice-president; W. J. Offutt, Poolesville, Md., secretary; E. H. Darby, Seneca, Md., assistant secretary and general manager, and W. A. Hempstone, Seneca, Md., treasurer. This company has purchased the Antietam Lime Works, and will erect at once two additional kilns, with probability of building additional ones later on; purchase price \$1300. For further information address Aaron C. Wyand, superintendent, Antietam.

Baltimore—Water-works Improvement.—Among the contemplated extensive improvements to the city water works is a filtration system which it is estimated will cost \$1,500,000. It has not yet been determined definitely whether or not this plant will be built, but serious consideration is being given it. Address E. G. Kenly, chief engineer, water department.

Baltimore—Electric-power Plant.—A plan has been submitted and approved by the directors of the City Passenger Railway Co. for appropriating \$2,000,000, \$700,000 of which will be used for electrifying two street railways, putting new machinery in power-houses, etc. Address Walter S. Franklin, president.

Baltimore—Book Company.—Chartered: The Medical & Standard Book Co., by Harry T. Ducker, Edward Slye, Allen C. Chase and others; capital stock \$1600.

Baltimore—Shipyards.—The Maryland Steel Co., at Sparrow's Point, has decided to put its shipyard in operation again.

Baltimore County—Bridge.—An iron bridge, one span 120 feet, to cost \$3000, will be constructed across the Big Gunpowder river. Address "County Commissioners," Towson, Maryland.

MISSISSIPPI.

Centerville—Publishing Company.—The Pythian Publishing Co. has been chartered by H. M. Quinn, R. Whitaker and P. B. Powell; capital stock \$1000.

Columbus—Orange Company.—The Florida Orange Co. has been incorporated, with a capital stock of \$10,000, by W. H. Lee, G. W. Cox, William Winston and others.

Ellisville—Cotton Compress and Cottonseed-oil Mill.—Memphis (Tenn.) parties will erect a cotton compress and cottonseed-oil mill in Ellisville; \$30,000 has been subscribed for the erection of same, one-third of which has been taken by the Memphis parties.

Hazlehurst—Cotton Mill.—The Hazlehurst Compress & Manufacturing Co. contemplates erecting a yarn and rope mill. Address I. N. Ellis, president.*

Jackson—Bridge.—Plans are nearly ready for the construction of a steel bridge 100 feet wide and 86 feet span; proposals are wanted. Address Walter G. Kirkpatrick, city engineer.*

Natchez—Molasses and Vinegar Factory.—S. H. Lowenburg and others have incorporated, with a capital stock of \$10,000, the Natchez Molasses & Vinegar Co. for the purpose of manufacturing molasses, vinegar, syrups, compounds, glucose, etc.

Sarlis—Telephone System.—Permit has been granted to the Cumberland Telephone & Telegraph Co. for the construction of telephone system.

West—Gin and Milling Company.—Chartered: The West Gin & Milling Co., by J. J. Cain, R. A. Cross, L. S. Rodgers and W. W. Cain. Address J. J. Cain.

West Point—Handle Works.—The American Handle Works, reported as burned, will be rebuilt. Address Manager Leland.

MISSOURI.

Cameron—Water Works.—The construction of a system of water works at a cost of \$20,000 is talked of. Address City Clerk J. E. Goodrich.

Jeffersonville—Shipyards and Foundry Company.—M. A. Sweeney, James W. Sweeney, A. M. Davis, John W. Poor and J. G. Cole have incorporated the M. A. Sweeney Shipyards & Foundry Co., with a capital stock of \$25,000. Address M. A. Sweeney.

Joplin—Mining Company.—Chartered: The Tyler Mining Corporation, with a capital stock of \$50,000, by George H. Churchill, E. J. Camp, Robert F. Tyler and others. Address Robert F. Tyler.

Joplin—Iron Foundry.—James McKenna will erect an iron foundry.

Kansas City—Electrical-power Plant.—An ordinance has been introduced in the city council granting to C. S. Sweetland and R.

J. Ingraham the right to construct and operate an electric plant to furnish light, heat and power to consumers; ordinance has been referred to the gas committee.

Kansas City—Distributing Company.—The C. G. Perrin Distributing Co. has been incorporated by C. G. and M. Q. Perrin and E. P. Pratt, with a capital stock of \$5000. Address C. G. Perrin.

St. Joseph—Commission Company.—Chartered: The McKee-Zook-Whitford Commission Co., of South St. Joseph, by E. S. Ballard, T. F. McKee, E. C. Whitford and C. F. Zook, with a capital stock of \$50,000. Address T. F. McKee.

St. Louis—Carriage Company.—The Kimpel Carriage Co. has been incorporated, with a capital stock of \$10,000, by John Kimpel and others.

St. Louis—Realty Company.—Chartered: The Baltimore Realty Co., by N. B. Balcik, R. A. Boyle and others, with a capital stock of \$25,000.

St. Louis—The American Oleite Co. has been incorporated, with a capital stock of \$2100, by M. Goldman, G. C. Albrecht and J. J. Goldman.

St. Louis—Lead, Land and Mining Company.—The Boofense Lead, Land & Mining Co. has been incorporated by William N. Tivy, Louis Schaeffer and E. J. McGroarty, with a capital stock of \$15,000.

St. Louis—Grain Company.—The Dayton Wooster Grain Co. has been incorporated, with a capital stock of \$10,000, by Charles Dayton, Reuben L. Wooster, Norris H. Maxon and others.

St. Louis—Mercantile Company.—Chartered: The Chamberlain-Embry Dry Goods Co., by T. S. Chamberlain, Charles R. Embry, V. S. Brackett and others, with a capital of \$10,000.

NORTH CAROLINA.

Bessemer City—Cotton Mill.—The Southern Cotton Mills contemplates installing a dyeing equipment.

Charlotte—Lubricating-oil Plant.—Leonard & Ellis, of Philadelphia, Pa., have purchased buildings in Charlotte, and will remodel same to be used as a plant for manufacturing lubricating oils.

Durham—Cotton Mill.—The Durham Cotton Manufacturing Co. will erect a one-story building, 125x250 feet, and put in it new machinery; present mill has 12,000 spindles and 340 looms.

Durham—Electric-light Plant, Water Works, etc.—The city will hold an election on August 1 to determine the issuance of \$225,000 of bonds for the purpose of constructing new or purchasing the water works now in operation; to erect a new plant or purchase the electric plant now in operation, and to pave and improve streets. For information address "The Mayor."

Fayetteville—Electric-light Plant and Water Works.—Application has been made for a franchise for the erection of an electric-light plant and construction of a system of water works. Address for further information "The Mayor."

Fayetteville—Cotton Mill.—C. H. Reynolds writes from Charleston, S. C., that a mortgage of \$22,000 will be foreclosed on the Cumberland Mills, and that it will be purchased and thoroughly re-equipped with new machinery; capacity is 3000 spindles. Address for information C. H. Reynolds, care of Eastern Building and Loan Association, Syracuse, N. Y.

Gastonia—Cotton Mill.—The Modena Cotton Mills will not build its proposed new yarn mill until the war is at an end.

Greensboro—Hose Company.—The Southside Hose Co. No. 4, of Greensboro, has been incorporated, with a capital stock of \$10,000, by E. E. Bain, C. E. Brower, W. L. Guthrie and others.

Greenville—Tobacco Factory.—M. P. Jordan & Co. are putting a steam plant in their leaf-tobacco factory.

Hickory—Woodworking Factory.—Hutton & Bourbonnais have added a box-board printing machine to their woodworking factory.

Randleman—Cotton Mill.—The Engleworth Mills will build an addition and put in eighty more looms.

Weldon—Corn Mill.—The Weldon Corn Mill is making extensive improvements to its plant, including the addition of a flour mill, etc.

SOUTH CAROLINA.

Chester—Cotton Mill.—Chartered: The Eureka Cotton Mills, with a capital stock of \$60,000, to continue the operation of the Catawba Mills, which were purchased last week by Charles J. Webb, of Philadelphia, Pa. The incorporators are Le Roy Springs, C. B. Skipper and Waddy C. Thompson, of South Carolina, and Charles J. Webb, of Philadelphia.

Greenville—Ginnery.—The Southern Cotton Oil Co. will make extensive additions to its plant by the addition of a modern ginnery, plans for which are now being prepared.

Greenville—Sulphuric-acid Plant.—The Greenville Fertilizer Co. is building a large addition to its acid chambers to make sulphuric acid direct from iron pyrites. The plant, when completed, will have cost about \$25,000.

Pacolet—Marble Quarries.—The Keystone Granite Co., operating marble quarries, will make application for a charter of incorporation, to have a capital stock of \$100,000; incorporators, James C. Johnson and Daniel Smith, of Pacolet, and William S. Woods, of Pittsburg, Pa. Address for further information James C. Johnson.

Rock Hill—Cotton Mill.—The Rock Hill Cotton Factory Co., which announced last year that it would enlarge this year, has decided to erect a new building and install in it 10,000 spindles, complement of preparatory machinery, twist and power plant and erect a small weave shed. William O. Webber, of Boston, Mass. (500 Exchange Building), will prepare plans for the improvements, and is engaged as engineer in full charge to award all contracts. Between \$150,000 and \$200,000 will be expended.

Spartanburg—Flour Mills.—Hunt & Co. will rebuild their flour mill reported as burned; loss on mill \$4000.

TENNESSEE.

Campbell County—Coal-mines Sale.—See "Whitley County, Ky."

Dickson—Barrel Factory.—The Standard Oil Co., of New York, is prospecting with a view of establishing a light barrel, stave and cooperage plant in Dickson.

Jamestown—Oil Refinery.—The Little Crab Oil & Mining Co., reported last week, has not yet perfected its organization by the election of officers. Capt. A. J. Fry, of Little Crab, will probably be general manager and secretary. The company expects to commence drilling shortly and will need machinery. Another oil company has been formed, of which Charles H. Sussner, of Little Crab, is the corresponding member. One or the other of these companies will put in a small refining plant in a month or two.

Lynnville—Flour Mill.—McCord & Co. have closed their flour mill for improvements, which will include additional cleaning machinery, elevators, etc.

Memphis—Mercantile Company.—Chartered: Orgill Bros. & Co., with a capital stock of \$200,000, to conduct a general mercantile business.

Memphis—Plumbers' Supplies Factory.—The H. Wetter Manufacturing Co. has enlarged its plant by the addition of a plumbing department, which will be operated under the name of H. Wetter & Co. For further information address W. H. McMillan, manager of new department.

Nashville—Planing Mills, etc.—The planing mills of W. B. Earthman & Co., of Murfreesboro, reported last week, will be 100x120 feet; 125 horse-power will be the capacity of the power used and plant will be in operation within sixty days. The approximate cost of these improvements will be \$20,000.

Trenton—Cotton Mill.—The Trenton Cotton Mills will put in an electric-lighting plant.

West Nashville—Planing Mills.—J. W. Boyd & Co., of Scottsville, Ky., and the Union Lumber Co., of West Nashville, have consolidated and will operate under the name of the Union Lumber Co.; a new planing mill will be immediately erected, and the plant at Scottsville will continue in operation.

TEXAS.

Alvin—Canning Factory.—The Alvin Business League is about to close contract for an extensive canning, pickling and preserving factory. Address, for further information, W. B. Blair, secretary.

Beaumont—Irrigating System.—Chartered: The Beaumont Irrigating Co., by A. F. Goodhue, John B. Goodhue, W. S. Davidson and others; capital stock \$75,000; purpose of the company, construction of a system of irrigation. Address A. F. Goodhue.

Cisco—Compress Company.—H. G. Foster, F. C. le Veaux and N. B. Brown have in-

corporated the Cisco Compress Co., with a capital stock of \$20,000.

Cleburne—Drug Company.—Chartered: The W. R. Bruckner Drug Co., with a capital stock of \$10,000, by W. R. Bruckner, A. Clay and D. Williams.

Comanche—Mercantile Company.—The Comanche Mercantile Co. has been incorporated, with a capital stock of \$50,000, to conduct a general mercantile business; incorporators, M. Lasker, of Galveston; J. D. Crawford, of Harrison county, and H. B. Oden, of Comanche.

Dallas—Cob-pipe Factory.—S. F. Frasier has presented a proposition to the Commercial Club to sell to the club a cob-pipe factory, the property of a Mr. Jeffrey, of Ottawa, Kans. The proposition has been referred to the manufacturing committee.

Denison—The Lawn Farm Jersey Co. has been incorporated, with a capital stock of \$10,000, for the breeding and selling of Jersey cattle by A. F. Platter, Levi Lingo and R. W. Levin.

Galveston—Sewerage System.—John Jerome Deery, chief engineer and vice-president of the Pennsylvania Sanitation Co., of Philadelphia, Pa., is investigating with a view of constructing a system of sewerage at Galveston.

Jacksboro—Cottonseed-oil Mill.—David Boaz (mentioned in connection with the cottonseed-oil mill lately reported) writes that he will build a 50-ton cottonseed-oil mill, and has made all arrangements for the equipment of same. Address Mr. Boaz at Fort Worth, Texas.

Sherman—Cotton Compress.—The Compress Co. of Sherman has increased its capital stock from \$45,000 to \$50,000.

Silsbee—Lumber Mill.—The Yellow Pine Tie & Timber Co. has been incorporated for the purpose of manufacturing lumber, etc., by George Hymers, of Keith, La.; Thomas A. Robinson, of Galveston, Texas, and Chas. Marlin, of Silsbee, with a capital stock of \$5000. Address the last-named incorporator.

Toyah—Sulphur Mines, etc.—J. C. Denny has purchased the sulphur mines near Toyah, and is developing same preparatory to erecting a large plant.

Victoria—Cottonseed-oil Mill.—A syndicate composed of J. M. Brownson, E. H. East, J. J. Welder, S. R. Stiles and C. Van Ordstrand has purchased the property of the Victoria Cotton Oil Co. and will operate same. For information address Mr. Van Ordstrand, manager.

VIRGINIA.

Buena Vista—Saw Mill.—Farrow & Hodges have established a saw mill.

Newport News—Bridges.—The city engineer has been instructed to draw plans for construction of two bridges. Address the mayor.

Newport News—Sewerage System.—Alexander Porter, of New York, has prepared plans, and contract for furnishing piping and other materials has been awarded to M. Honan & Son, of Chester, Pa., for construction of the proposed sewerage system.

Norfolk—Washing-machine Factory.—The Goodwin Washing Machine Co. has been incorporated, with R. B. Fentress, president; A. S. Vandemark, vice-president; C. N. Whitehurst, secretary-treasurer, for the purpose of manufacturing and selling washing machines; capital stock \$5000.

Petersburg—Iron Works.—The Petersburg Iron Works will rebuild at once its molding department, reported as burned; estimated loss \$4000.

Richmond—Mercantile Company.—The Miller China Co. has been incorporated, with H. L. Denoon, president, and M. N. Miller, secretary and general manager, for the purpose of conducting a general mercantile business; capital stock not to exceed \$10,000.

Ronoke—Shirt Factory.—The Woman's Co-operative Shirt Factory has been formed, and will begin operations at once. Address Mrs. J. Hartwell, manager.

WEST VIRGINIA.

Sistersville—Pulp-plaster Mill.—Investigations are being made by a Scio (Ohio) party for the erection of a plant for the manufacture of pulp plaster.

Thomas—Lumber Mill.—R. Chaffee has contracted with F. H. Whaley for the erection of a lumber mill at William, near Thomas.

Wheeling—Mining Company.—The Bear Creek Hydraulic Mining Co. has been incorporated, with a capital stock of \$1,500,000, by Theo. N. Barnesdall, of Bradford, Pa.; I. M. Marshall, of Mars, Pa.; W. J. Burke, John F. Steely, John C. Miller, of Pittsburg, Pa., and others. Address Mr. Barnesdall.

Wheeling—Skelp Mills.—The Wheeling

Steel & Iron Co. will build a new skelp mill at its Belmont plant, equipping it with machinery already purchased. The new department will employ about 200 hands.

BURNED.

Baton Rouge, La.—The electric-car plant of the Home Electric Co.; estimated loss \$13,000.

Cartersville, Ga.—The foundry and machine shops of Thomas H. Withers; loss about \$700.

Columbus, Miss.—The store buildings of Brownlee Bros.; estimated loss \$6000.

Darien, Ga.—The Lower Bluff Saw Mill damaged by boiler explosion.

Leesburg, Va.—The Evergreen Saw Mill. Address J. E. Thompson.

Leesburg, Va.—The flour and grist mill of A. W. Fetzer, near Leesburg; estimated loss \$2500.

Louisa, La.—The sugar refinery of Mrs. E. D. Burguières; estimated loss \$40,000.

Louisville, Ky.—The iron foundry of the Sneed & Co. Iron Works; estimated loss \$250,000.

Louisville, Ky.—The Phoenix Hotel; damaged to the extent of \$8000. Address Heavrin & Co., proprietors.

Manchester, Va.—The tannery and leather-manufacturing plant of J. C. Hagan & Co., near Manchester; loss about \$35,000.

Mayfield, Ky.—The plant of the Mayfield Lumber Co.; estimated loss \$14,000.

Petersburg, Va.—The molding department of the Petersburg Iron Works; loss about \$4000.

Spartanburg, S. C.—The roller flour mill of Hunt & Co.; estimated loss \$5000.

Thomasville, Ala.—The depot of the Macon & Birmingham Railway. Address Julian R. Lane, general manager, Macon, Ga.

Vicksburg, Miss.—The Hill City Oil Mills; estimated loss \$40,000.

West Point, Miss.—The buildings of the American Handle Works.

BUILDING NOTES.

Angleton, Texas—Mercantile Building.—C. Glieseke has let contract to N. V. Jones for the erection of a brick building 32x50 feet.

Annapolis, Md.—Dwellings.—C. R. Parlett, of Norfolk, Va., has received contract at \$53,261 for building four double dwelling-houses at the Naval Academy.

Annapolis, Md.—College Building.—J. Wirt Randall, chairman building committee, Annapolis, Md., will receive bids until July 1 for the erection of a building at St. John's College, Annapolis, Md., to be used as a library and for other purposes; plans and specifications can be seen and examined on application to the president of the college; bond required of the contractor; penalty \$10,000; building to cost about \$20,000; structure will have four Corinthian columns, two stories, 37x110 feet.

Annapolis, Md.—School Building.—Proposals are invited until June 29 for the erection of an addition to public school building; drawings and full information can be had by applying at the office of the school commissioners of Anne Arundel county; proposals must be in sealed envelopes addressed to "The Annapolis Schoolhouse Building Committee," in care of F. Eugene Wathen, school examiner.

Annisson, Ala.—Cottages.—The American Net & Twine Co. has let contract to J. H. Duke for the erection of five additional cottages. Address H. F. Williamson, superintendent.

Baltimore, Md.—Buildings.—Permit has been issued to E. J. Roberts to erect twenty two-story brick dwellings; Baldwin & Pennington have prepared plans for a two-story \$7000 brick addition to St. Vincent's Infant Asylum.

Baltimore, Md.—Dwelling, etc.—W. A. Fisher has received permit for the erection of a three-story back building; Baldwin & Pennington are preparing plans for the new carhouse of the Consolidated Railway Co.

Baltimore, Md.—Dwellings.—Permit has been granted to P. D. Evans to erect eleven two-story brick buildings, cost \$1200 each; Thomas C. Kennedy has prepared plans for a two-and-one-half-story stone and frame cottage, to cost \$10,000, to be erected by John Brandt.

Baltimore, Md.—School Building and Gymnasium.—C. Morton Stewart, Capt. F. M. Colston, Lawrence B. Kemp, R. B. Sperry and W. S. Marston will by fall have completed the new buildings for the University School for Boys. Site for the new buildings

is 60x240 feet; school building to be 61x70 feet, four stories; gymnasium building to be 60x40 feet. For further information address Architect Joseph Evans Sperry.

Baltimore, Md.—Church.—A. H. Bieler is completing plans for an addition 50x93 feet to the John Wesley M. E. Church to cost \$9000.

Baltimore, Md.—Dwellings.—Permit has been granted to F. W. Schultz to erect ten two-story brick dwellings.

Baltimore, Md.—Building.—Henry Brauns is preparing plans for the erection of a frame building 50x100 feet to be used as a workshop for the Spring Grove Asylum.

Barium Springs, N. C.—Dormitory.—U. C. Hook, of Charlotte, N. C., has prepared plans for the proposed dormitory to be erected at the Barium Springs Orphans' Home.

Baton Rouge, La.—Electric-car Sheds.—The Home Electric Co. will rebuild its car sheds reported as burned; loss on burned plant \$13,000.

Birmingham, Ala.—Buildings.—Permit has been granted to S. D. Weakley for a two-story frame building, brick veneered, to cost \$6000; Mr. Weakley is also considering the erection of a brick building.

Birmingham, Ala.—Tenement Building.—Julian Bingham has had plans prepared for the erection of a three-story brick tenement building.

Birmingham, Ala.—Building.—W. J. Milner is receiving bids for a building 50x150 feet.

Bolivar, Mo.—Hotel.—The hotel reported last week as to be erected by Harry L. Cary will cost \$10,000, will have steam heat, hot and cold water, acetylene gas, water-closets, etc.

Charleston, S. C.—Dwellings, etc.—Permits have been granted to Mrs. Kate O'Connor to erect three-story brick store, cost \$3000; Jas. A. McAfee, two one-story frame cottages, cost \$1000; W. H. Hoskins for two-story frame dwelling, cost \$2500.

Charlotte, N. C.—Residence.—C. C. Hook is preparing plans for the erection of a dwelling for John Harrill; W. A. Avant will also erect a dwelling.

Citico, Tenn.—Hotel.—Charles H. Bean is erecting a \$3000 hotel with all modern improvements.

Columbia, S. C.—Depot.—Plans have been prepared for the erection of a \$25,000 union depot. For further information address Jos. H. Sands, general manager, South Carolina & Georgia Railroad Co., Charleston, S. C.

Danville, Va.—Masonic Temple.—The Roman Eagle Lodge is considering plans for the erection of a \$50,000 Masonic temple building.

Dublin, Ga.—Store Building.—Col. F. G. Corker has let contract to E. J. Fuller for the erection of a two-story brick block, fifty-five feet front, plate glass, marble and buff pressed-brick front.

Florence, Ala.—Residence.—R. T. Simpson will rebuild his burned residence at a cost of about \$4000.

Fredericksburg, Va.—College.—The Union Industrial Academy has been incorporated, with a capital stock of \$50,000, for the erection of an academy for the education of colored youths. Address Rev. J. H. A. Cyrus (colored).

Greensboro, N. C.—School Building.—The State Normal School will erect an additional building. Address Dr. McIver.

Greenville, S. C.—Buildings.—Charles Rigby, C. H. Speights and Constable LaFar will shortly begin the erection of dwellings.

Greenville, Texas—College.—Arrangements have been made for rebuilding, at a cost of \$5000, the Henry College. Address for information Prof. T. H. Bridges.

Independence, La.—School Building.—A school building will, it is stated, be erected. Address the mayor.

Jacksonville, Fla.—Opera-house.—The company mentioned last week as forming for the erection of an opera-house has a capital stock of \$50,000 subscribed and site has been purchased, house to seat 2000 people; drawings are wanted and bids will be received. Address W. N. Emery for information.

Jessups, Md.—J. Evans Sperry is preparing plans for an extensive brick addition to the House of Correction.

Kansas City, Mo.—Freight Depot.—The Chicago, Burlington & Kansas City Railway and its allies will erect (in the fall) a new brick and stone freight depot. Address H. Elliott, general manager, St. Louis, Mo.

Kansas City, Mo.—Warehouse.—Parlin & Orendorff Co., Canton, Ill., in a letter to the Manufacturers' Record, state that they have purchased site and will erect the warehouse reported in last issue, and will need eleva-

tors, heating plant and automatic sprinklers. Address U. G. Orendorff, secretary and treasurer.*

Louis, Ky.—Depot.—The Chesapeake & Ohio Railroad Co. will probably erect a depot. Address for further information G. W. Stevens, general manager, Richmond, Va.

Merkel, Texas.—Business House.—J. O. Hamilton has let contract for the erection of a business house 25x90 feet.

Middlebourne, W. Va.—Residence.—Mrs. I. C. Powell has contracted with John J. Rea at \$5500 for the erection of a residence.

Montezuma, Ga.—Warehouse.—J. H. Patrick will erect a warehouse.

Mooreville, N. C.—Church.—F. P. Milburn, of Charlotte, has prepared plans for an \$8000 church building to be erected by the Presbyterians. Address S. C. Rankin, chairman committee.

Norfolk, Va.—Engine-house.—The contract for building the new engine-house has been awarded to A. F. Holmes at \$2732; building to be 25x100 feet, brick, with stone trimmings, two stories.

Portsmouth, Va.—Parsonage.—The congregation of the Monumental M. E. Church is considering the advisability of erecting a parsonage; plans and specifications have been prepared. Address secretary board of stewards.

Rome, Ga.—Hotel.—Dr. J. C. Watts has contracted with W. C. Cook for the erection of a hotel.

Spartanburg, S. C.—Store Building.—J. O. Erwin and Mr. Beecher will erect store buildings.

St. Louis, Mo.—Buildings.—Permits have been granted to the following: W. H. Baker for four dwellings, each one and one-half stories, to cost \$6000; Louis Nottobink, two-story dwelling, \$4900; B. H. Couse, two-story dwelling, \$3000; W. N. McMillan, two-story dwelling, \$30,000; Emma Eysell, five two-story dwellings, \$22,500; William Barr Dry Goods Co., alterations to store, \$21,000; J. R. Barr, two-story flat, \$3000; E. J. Walters, two-story dwelling, \$3000; Charles F. Bates, alteration and addition to store, \$4500; W. W. N. Holscher, three-story store and office, \$5000; E. W. Maerton, two-story store and dwelling, \$5000; William Barr Dry Goods Co., elevator shaft, \$4000; Allen Estate, repairing four-story building, \$5000; W. M. Culp, two-story dwelling, \$7000; D. Crawford & Co., remodeling five-story building, \$100,000; William Hertling, Jr., two-story store building, \$3500; Wansom Commission Co., elevator warehouse, \$4000; Louis Sanders, five one-story dwellings, \$5000; Jerome Juongst, two-story dwelling, \$3500; Louis Orthman, two-story flat, \$4000; Judge G. A. Madill, addition to dwelling, \$10,000; H. W. Mephum, three two-story dwellings, \$11,650; Peter Wagner, dwelling, \$5000; John Moore, stores and flats, \$4500.

Vicksburg, Miss.—Hotel.—Henry Abraham, Isador Hershman, Frank Hershman, Max Abraham, E. C. Carroll, J. Hirsch and E. S. Butts have incorporated the Hill City Hotel Co., with a capital stock of \$88,000, for the purpose of erecting and operating a hotel. Address E. C. Carroll.

Walhalla, S. C.—Store Building.—C. M. Nield has contracted with J. L. Hamby for the erection of a brick store building, 30x80 feet.

Washington, D. C.—Buildings.—Charles R. Pickford intends to erect forty-eight houses, estimated cost \$150,000, to be built of stone and brick, two stories; F. B. Pyle has prepared plans for residence for Mrs. John F. Cook, to be built of Pompeian brick and light-colored terra-cotta; has also drawn plans for alteration in building of Hecht & Co., improvements to include hydraulic elevator, steam plant and automatic gas system; George M. Kober will erect three two-story houses, 20x20 feet; Rosalie Moxley will erect three houses, 15x31 feet; C. W. Strong will erect a brick and stone house, 36x38 feet, to be built of pressed brick and stone; G. W. Demomet will erect two-story residence, 20x31 feet, built of pressed brick; Mrs. Katherine Miller will erect three houses, 17x30 feet, each with pressed-brick fronts; Minnie F. Ballinger will erect two two-story houses, pressed-brick fronts; John Beck will erect a two-story house, 18x54 feet, pressed-brick front; J. J. Brosnan will erect three houses, two stories, with pressed-brick fronts; John W. Phillips will erect a house, 13x31 feet, pressed-brick front.

Washington, D. C.—Church.—F. B. Pyle has prepared plans for the church building to be erected by the Fourth Presbyterian congregation. Address "The Pastor" for further information.

Washington, D. C.—Church.—William R. Ellicott, Baltimore, Md., has completed plans for a new Friends meeting-house, one-

story, 35x70 feet. Bids for the erection of the structure are being invited from local builders.

Westminster, Md.—Bank, Office, Hotel Building, School Building, etc.—The plans of J. A. Hunter, of Hagerstown, Md., have been accepted for the erection of bank, office and hotel building and the school building reported in our last issue; hotel to be built of buff pressed brick, with Indiana limestone trimmings; to be heated by steam and fitted with best plumbing and modern ventilation; school to be an eight-room building, built of brick, with stone trimmings, steam heat, improved ventilation, etc.

Wilmington, N. C.—Masonic Temple.—The Masonic Temple Corporation, chartered by the legislature, has purchased site and will erect in the fall the Masonic temple building mentioned in last issue, plans for which have been prepared. The building will be a modern structure, 78x100 feet, four stories high, steam heat, elevators, etc; cost will probably be about \$50,000. Address James C. Munds, secretary and treasurer.

RAILROAD CONSTRUCTION.

Railways.

Arnaudville, La.—The Southern Pacific Company has completed its branch line in St. Martin's parish from Arnaudville to St. Martinville, a distance of twenty-three miles. W. G. Van Vleck, at Houston, Texas, is general manager.

Baltimore, Md.—It is reported that the Consolidated Railway Co., which recently purchased the section of the Columbia & Maryland line between Baltimore and Ellicott City, Md., may complete and operate it with electric motors. W. A. House, at Baltimore, is manager of the company.

Center, Texas.—Grading is under way on the road between Center and Tenaha, a distance of eleven miles. It is being built by a company of which A. R. Chandler, of Center, is president.

Coffeeville, Ala.—It is reported that about four miles of the Alabama & Tombigbee Railroad have been completed. This line is being built by a Scotch syndicate. It is stated, and will be thirty-seven miles long, extending between Lower Peach Tree and Coffeeville. G. R. Hannan, at Fulton, is manager.

Deckerville, Ark.—It is reported that the Deckerville, Osceola & Northern road, in operation between Deckerville and Worden, Ark., twelve miles, may be extended to Osceola, twenty-one miles. E. M. Ford, at Deckerville, is vice-president.

Eagle Lake, Texas.—The Cane Belt Railroad Co. is constructing a line fifteen miles long from Eagle Lake to Bonus, Texas. It will be a branch of the Southern Pacific. About five miles have been completed. W. T. Eldridge, at Eagle Lake, is president and manager.

El Paso, Texas.—It is reported that nearly ninety miles of the El Paso & Northeastern Railroad have been completed. It is being built to the White Oaks coal fields in New Mexico, and will be 100 miles long. The New Mexico Coal & Railroad Co. is promoting the enterprise.

Fort Smith, Ark.—It is reported that about thirty miles of the Arkansas Central line have been completed between Fort Smith and Paris, and that grading is in progress on the extension to Paris. N. B. Campbell is general manager, at Fort Smith, Ark.

Fort Smith, Ark.—H. D. Mackay, of Pomona, Mo., promoter of the St. Louis, Siloam & Southern Railroad, announces that he has made all financial arrangements and will build the road at once, with a branch from Little Rock to Pomona. The International Construction & Improvement Co., of Fort Smith, which has the contract for building the road, has filed articles of incorporation. The company's capital stock is \$1,000,000; Jesse French, John L. French, H. D. Mackay, John Dooley and J. S. Drake, incorporators.

Galveston, Texas.—The Gulf & Interstate Railroad Co. is improving its line between Galveston Harbor and Beaumont. Nicholas Weeks is general manager, at Galveston.

Hamburg, Ark.—Additional men have been placed on the construction of the Mississippi River, Hamburg & Western, which is being built in the eastern portion of Arkansas. Rails have been ordered for a portion of the line. J. M. Parker is president of the promoting company.

Horatio, Ark.—It is stated that about half of the extension of the Little River Valley Railroad has been completed. It is to be built a distance of eight miles from its present terminal to the line between Arkansas and Indian Territory. D. C. Richardson, at Horatio, may be addressed.

Lake Providence, La.—J. E. Randall and others are endeavoring to form a company to build a line from Lake Providence to a connection with the Texas & Pacific system.

Marshall, Texas.—L. W. Lloyd, one of the promoters of the Gulf, Texas & Northern Railroad, writes the Manufacturers' Record that about seventy-five miles of the line have been surveyed, and that it is to be located as rapidly as possible. It is expected to build it between Orange and Marshall, Texas, and possibly to Waskom, in the eastern portion of the State. It will be about 186 miles long.

Mobile, Ala.—The Mobile, Jackson & Kansas City road has been completed to Merrill, fifty miles from Mobile, and trains are now in operation on it. The Gulf City Construction Co., at Mobile, is building the line.

Nashville, Tenn.—The Tennessee Central Railroad Co. has filed a mortgage to secure an issue of \$5,000,000 in 5 per cent. bonds. It is understood the issue will be used to resume operations on the railroad. The Mississippi Valley Trust Co., of St. Louis, Mo., is trustee. Jere Baxter, of Nashville, is president of the railroad company.

Opelousas, La.—It is announced that the promoters of the Natchez, Opelousas & Gulf line intend beginning construction work as soon as certain legislation is passed relative to the issue of bonds for new railroads. The route of the proposed line is from Natchez by way of Opelousas to Southwest Pass, on the Gulf of Mexico. Thomas H. Lewis, of Opelousas, is one of the promoters.

Raleigh, N. C.—It is reported that about seven miles of the Raleigh & Cape Fear Railroad have been graded and that track-laying has begun. This line is to be built between Raleigh and Lillington, N. C., thirty-five miles. J. A. Mills, at Raleigh, is the principal promoter.

Rocky Mount, Va.—The Atlantic & Western Railroad, which is being promoted by W. J. Payne, of Richmond, and others, if built, will connect with the Atlantic & Danville system, giving the latter an extension to Bristol, Tenn. It will form practically an extension of the Atlantic & Danville.

Stevenson, Ala.—Surveys have been completed and engineers are making estimates of the work on the proposed extension of the Southern system to Stevenson. Frank S. Gannon, at Washington, D. C., is general manager of the company.

Tallahassee, Fla.—It is stated that nearly 600 men are at work on the Tallahassee Southeastern Railroad, being constructed between Tallahassee and Gainesville. It is reported that 158 miles of rails have been purchased and that rails to lay thirty miles of track have been received. F. F. McGarry, of Grand Rapids, Mich., is president of the company, and R. L. Bennett, of Tallahassee, general manager.

Temple, Texas.—Arrangements are being made to obtain a charter for the railroad between Salado and Temple, a distance of sixteen miles. Estimates have been made showing that the cost of the roadbed and bridges will be about \$4000 a mile. It is understood that a firm of railroad contractors has offered to lay track and equip the road with rolling stock for \$70,000. Among those interested is C. J. Granger, of Palestine, Texas.

Washington, D. C.—It is reported that contracts have been let for the construction of the Washington, Westminster & Gettysburg line, proposed between the cities mentioned. J. B. Colegrove, of Washington, is one of the principal promoters of the enterprise.

Washington, D. C.—It is announced that about twelve miles of the Washington & Chesapeake Beach Railroad have been completed and that grading is in progress. L. H. Hyer, 15th street, Washington, is chief engineer.

Street Railways.

Austin, Texas.—E. A. Ellis and others are endeavoring to secure a franchise to build a street railroad in Austin.

Fernandina, Fla.—The city council is considering a franchise to be given a company to build a street railroad. The mayor may be addressed. J. E. Starke, of Jacksonville, Fla., is interested.

Kansas City, Mo.—The Metropolitan Street Railway Co., it is announced, is to begin work on Broadway electric line early in July, the road to be in operation September 1. W. H. Holmes is general manager of the company.

New Orleans, La.—The city council is preparing to sell a franchise for a street railroad on Bienville street and the Spanish Fort road. The mayor will give further information.

Pine Bluff, Ark.—The Pine Bluff Street Railway Co. has selected a site for its power-house, and it is reported work is to

begin immediately. The line is to be eight miles long. Wilber W. Harrison, of Anderson, Ind., is a promoter of the enterprise.

Vicksburg, Miss.—It is reported that contracts have been given the Westinghouse-Moore Co. to build the street railroad. M. J. Mulvihill, at Vicksburg, is secretary of the railroad company.

Wheeling, W. Va.—Work has begun upon the extension of the Wheeling & Elm Grove Electric Railroad in the suburbs and it will be completed by August 1.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—D. L. Stanford, Chattanooga, Tenn., wants a large second-hand air compressor.

Air Compressor.—S. M. Wharton, Dalton, Ga., wants a 10-drill second-hand air compressor.

Boiler and Engine.—Lever Mining & Manufacturing Co., Mount Athos, Va., wants prices on a portable boiler and engine, ten or twelve horse-power, for thrashing machine or saw mill; also wants a locomotive-style boiler from thirty to fifty horse-power; new or second-hand.

Boiler and Engine.—See "Electric-light Plant."

Bridge.—Plans are nearly ready for steel bridge, 100 feet wide and 86-foot span, buckled plate floors; for removing the present iron bridge; for masonry abutments; also for alternate bids for arch bridge of brick or concrete. Melan. Address Walter G. Kirkpatrick, city engineer, Jackson, Miss.

Building Materials.—B. B. Shane, Florence, Ala., wants to buy steel eye-beams about twenty-four feet long.

Building Supplies.—R. T. Simpson, Florence, Ala., may need bathroom and water-closet supplies.

Corn Mill.—See "Flour-mill Machinery."

Cotton-mill Machinery.—The Hazlehurst Compress & Manufacturing Co., I. N. Ellis, president, Hazlehurst, Miss., would like to communicate with manufacturers of yarn and rope machinery.

Cranes.—El Paso Foundry & Machine Co., W. N. Small, manager, El Paso, Texas, wants two 10-ton cranes to be operated by compressed air.

Crusher.—Wanted—One second-hand No. 3 Gates crusher, or crusher of equal capacity; give weight, shipping point and length of time used; Warrior Machine Works, Birmingham, Ala., C. J. Geohagan, manager.

Drills.—Virginia Soapstone Co., Schuyler, Va., wants to buy a second-hand drill (Rand preferred), "Little Giant," No. 3 1/4 or No. 4, for steam.

Drills.—Greer Machinery Co., Knoxville, Tenn., wants the lowest dealers' prices on two or three second-hand No. 3 or No. 3 1/4 drills (Rand preferred).

Electric-light Machinery.—Trenton Cotton Mills, Trenton, Tenn., will invite bids on belt-driven dynamos, direct connected to engine; will want to furnish 200 lights or 3500 candle-power; will also want wiring.

Electric-light Machinery.—Star Roller Mills, Mountain Grove, Mo., wants to buy a 50 to 100-light dynamo.

Elevator.—See "Hoisting Engine."

Electric-light Plant.—J. P. Winston, Louisville, N. C., wants a dynamo that will make about 500 16-candle-power lights; also a 50-horse-power engine and boiler.

Electric-light Plant.—The city of Lafayette, Ala., is in the market for electric-light machines, twenty-five arc and 800 incandescents, including all wire, lamps, etc. Address L. L. Torbert.

Electric-light Plant.—The city of Fitzgerald, Ga., is inviting bids until July 18 for the construction of water works and electric-light plant according to plans and specifications now on file. Will entertain separate bids or for the whole. C. C. Goodnow, mayor, can be addressed.

Electric-light Plant.—The city of Batesville, Ark., will open bids July 14 for the construction of water works and electric-light plant, according to plans by Owen Ford, of St. Louis. See "Water Works."

Elevator.—Sealed proposals will be received at the office inspector of buildings, City Hall, Baltimore, Md., until July 20 for new elevator in City Hall; each bidder to submit plans and specifications with his proposal setting forth the kind of elevator he proposes to install and the character of the work to be done; electricity to be the motive power, either applied "directly" or in connection with pressure tanks; location plan for new elevator can be seen; a certified check of \$500 to accompany each bid; Everett J. Dowell, inspector of buildings.

Elevators.—Parlin & Orendorff Co., U. G. Orendorff, secretary-treasurer, Canton, Ill., will want elevators.

Engine.—See "Hoisting Engine."

Engine.—Pearlie Cotton Mills, Beverly, Ga., is in the market for a 150-horse-power slow-speed engine (Corliss preferred), new or second-hand, with piping and boiler feed pump, two-inch discharge.

Flour-mill Machinery.—T. F. Hunt & Co., palmetto Roller Mills, Spartanburg, S. C., is asking for bids on 60-barrel capacity flour mill, with two run of stones, for corn.

Furniture.—P. H. Thompson, Salisbury, N. C., wants to correspond with manufacturers of school desks.

Furniture Machinery.—Bryson City Furniture Co., H. H. Welch, secretary, Bryson City, N. C., wants catalogues from manufacturers of furniture machinery.

Grinding Mills.—Lever Mining & Manufacturing Co., Mount Athos, Va., wants two portable French burr mills, complete with gearings, 30-inch stones or more, under-runners in one thick, solid piece, to grind black oxide of manganese; new or second-hand.

Heating and Ventilating System.—Sealed proposals will be received at the Treasury Department, office supervising architect, Washington, D. C., until July 8 for the low-pressure return circulation steam-heating and ventilating apparatus for the United States Postoffice Building at Clarksville, Tenn., in accordance with drawings and specifications, copies of which may be had at this office or the office of the superintendent at Clarksville, Tenn.; James Knox Taylor, supervising architect.

Heating Plant.—Parlin & Orendorff Co., U. G. Orendorff, secretary-treasurer, Canton, Ill., will want heating plant.

Hoisting Engine.—Carson Lime Co., Riverton, Va., is in the market for a hoisting engine, double cylinder 7x10, and an elevator with a capacity of 3000 to 5000 pounds.

Hydraulic Dredge.—H. E. Waterman, captain engineers, secretary, Mississippi river commission, 2732 Pine street, St. Louis, Mo., will receive sealed proposals in triplicate until July 22 for construction and delivery of a self-propelling hydraulic dredge, complete with machinery, cabin, floating pipe, etc.; information furnished on application.

Machine Tool.—Florence Improvement & Manufacturing Co., Jerome P. Chase, Jr., manager, Florence, S. C., wants lathe complete to swing not less than twenty-two inches and not less than eight feet between centers.

Paving.—John B. Wight, John W. Ross, Lansing H. Beach, commissioners District of Columbia, office of the commissioners of the District of Columbia, Washington, D. C., will receive sealed proposals until July 23 for laying cemented sidewalks in the District of Columbia. Blank forms of proposals, specifications and all necessary information may be obtained at office.

Piping.—S. M. Wharton, Dahlgren, Ga., wants some six-inch and eight-inch piping for mines.

Piping, etc.—Midland Oil Co., C. C. Bennett, secretary, Terrell, Texas, will entertain propositions for casing and piping by carload lots.

Pumping Machinery and Motor.—H. C. Patterson, superintendent water works, Austin, Texas, will receive bids for one outside-packed plunger pump of 4,000,000 gallons capacity and motor for same.

Railway Equipment.—Metropolitan Street Railway Co., Kansas City, Mo., will ask for bids for the construction of its electric line.

Road Machinery and Tools.—A committee has been appointed by Granville county to purchase road machinery and tools. Address Louis de Lacroix, Oxford, N. C.

Roofing.—R. T. Simpson, Florence, Ala., may need metal roofing and possibly metal ceiling.

Sewerage.—Committee on drainage, care clerk of council, Savannah, Ga., will re-

ceive sealed proposals until September 1 for constructing a complete system of house drainage. The work will consist approximately of one mile of brick sewer and forty-nine miles of pipe sewer, with appurtenances. The usual rights to be reserved.

Sprinklers.—Parlin & Orendorff Co., U. G. Orendorff, secretary-treasurer, Canton, Ill., will want automatic sprinklers.

Steam-heating Plant.—Contract will be awarded for steam-heating plant for the new Masonic temple; J. A. Hunter, architect, Hagerstown, Md.

Water Mains, etc.—Bids will be received by the city of Montgomery, Ala., until July 16 for the construction of about ten miles of cast-iron water mains, including gates, hydrants, etc., also bids for the material alone, landed, freight paid. For specifications address "City Engineer;" R. H. Somerville, city treasurer.

Water Works.—J. W. Holloway & Co., Smithfield, Va., contemplate constructing a system of water works.

Water Works.—The city of Fitzgerald, Ga., is asking bids until July 18 for the construction of water works and electric-light plant according to plans and specifications now in file. Will entertain separate bids or for the whole. C. C. Goodnow, mayor, can be addressed.

Water Works.—The city of Batesville, Ark., will receive bids until July 14 for the construction of water works and electric-light plant, according to plans and specifications by Owen Ford, 710 Security Building, St. Louis, Mo., where they can be seen, and at Little Rock in office of governor's secretary, and in mayor's office at Batesville. (See advertisement.)

Woodworking Machinery.—The Mayfield Lumber Co., Mayfield, Ky., will want some light machinery for lumber plant.

TRADE NOTES.

Flag Raising.—The employees of the Atlanta (Ga.) Terra Cotta Co., animated by patriotic motives, raised a United States flag over the shops last week.

Railway Generators.—Mr. F. A. Baux, of 1002 Chamber of Commerce, Chicago, Ill., is offering for sale two M. P. generators, 175 horse-power, speed 550 revolutions, for 550 volts, etc. (See advertisement.)

Electric Plant for Sale.—The complete electric-light plant at Morganton, N. C., will be offered for sale on August 1 publicly by the commissioners appointed. The plant cost \$18,000 to build. For further particulars address W. C. Ervin. (See advertisement.)

Rotary Engine and Cottonseed Crusher.—Mr. J. W. Cooper, of Mayesville, S. C., has devised a rotary engine for which he claims complete practicability and is desirous of corresponding with machine builders who may be interested in it. Mr. Cooper has also invented a machine for crushing and distributing cottonseed in the field, which he claims has been successfully used.

High Praise for Attrition Mill.—Referring to an attrition mill, which it has been operating during the entire season, the Red River Oil Co., of Alexandria, La., speaks in tones of the highest praise. The mill has been run regularly, has cost not a cent for repairs, and is still in fine working condition. The Foss Manufacturing Co., of Springfield, O., makes the attrition mill mentioned.

Hardware Supplies.—Increased facilities for the manufacture of stove bolts, stove rods, tire bolts, machine screws, rivets, tacks, special bolts, threaded wire, pointed pins and other hardware supplies have been added to the plant of the Kirk-Latty Manufacturing Co., of Cleveland, Ohio. Eastern buyers can secure these goods from the company's New York city distributing agent, Robert J. Masbach, of 117 Chambers street, who keeps a full assortment on hand.

Sale of Valuable Land.—The United States Circuit Court of Virginia (Western district) is now advertising the sale of a valuable tract of land. The property is located in Wise county, adjacent to Big Stone Gap, and is in lots running from 479 acres to 76.4 acres, and a large portion of it has been laid out into parks, lots, streets, roads and alleys. The sale will be held publicly on July 25, and no offer less than \$35,000 will be accepted. R. A. Ayers, special commissioner, Big Stone Gap, Va., can furnish information to those interested.

Recommending a Fan System.—Of interest may be an incidental clause in a letter re-

ceived lately from the Rookwood Pottery, of Cincinnati, viz.: "Your system of pressure heating (Buffalo fan system) continues to give satisfaction." The pottery company was writing to the Buffalo Forge Co., of Buffalo, N. Y., which installed the system referred to in 1891, and the apparatus involved necessarily has been widely improved since that time. Nevertheless, the letter indicates the usual record for a fan-system installation, the Buffalo company says.

Extending Its Works.—Several departments of the Shelby Electric Co., of Shelby, O., are being moved into a large brick building erected lately to increase capacity sufficiently to meet the demands of the trade for "Shelby" tipless lamps. This company has during the last year operated at full capacity 342 days, twelve hours a day, making 410 days at ten hours a day; and, even while operating at this capacity, have been constantly behind in the filling of orders. The increased capacity will, however, enable it to meet the requirements of the trade promptly from now on.

A New Belt Dressing.—There has been a growing demand among belt users for a more convenient form of belt dressing than the paste. The Joseph Dixon Crucible Co., Jersey City, N. J., is now placing on the market a solid belt dressing in round bars about eight inches long and two inches diameter. It makes a package convenient to the hand, and easy to apply even to fast-running belts. The company does not claim that the solid dressing is as good a preservative of the life and elasticity of the leather as the Dixon paste, but it is quick to apply and quick to act, and that is what is wanted by the general run of belt users.

How to Spend July 4th.—One of the most delightful ways in which the "Glorious Fourth" can be celebrated is by a trip to Maryland's renowned seaside resort. Ocean City has all the attractions that a reasonable holiday-seeker can demand. It has a splendid beach, fine ocean bathing, delightful sailing on Sinepuxent bay, good hotels at moderate rates. The trip to the city by rail and water, including the crossing of the magnificent Chesapeake bay, is a most enjoyable one. The charges for the round trip are most moderate. These trips are conducted by the Baltimore, Chesapeake & Atlantic Railway, of Baltimore, Md.; T. Murdoch, general passenger agent.

Building Many Steam Shovels.—Orders on hand and prospects of more are keeping the plant of the Vulcan Iron Works Co. especially busy nowadays at Toledo, O. Recent contracts received by the Vulcan plant included order for two steam shovels for Charleston, S. C. (for use in the phosphate beds), one for Pittsburg, two for St. Paul and five for Ogdensburg. The five shovels are to be used on a large contract involving about \$2,000,000, which includes tapping the St. Lawrence river and constructing a trench forty feet deep, 180 feet wide and four miles long, to furnish power. The Vulcan Iron Works Co. looks forward to securing some large contracts for shovels for shipment to Cuba.

New Travelling Advertising Car.—Arrangements are being rapidly completed for the trip around the entire country of the "Manufacturers' Commercial Travelling and Exposition Car," G. M. Urie, superintendent, 622 Nelson Building, Kansas City, Mo. Every endeavor has been made to insure that this car be equipped with every device necessary to attract attention to the products which will be exhibited in it. The car will be a veritable sample car and advertiser, carrying samples, name, business and location of all lines of trade desirous of being represented, and will be in active service every day except Sunday, stopping at every town of value, posters and local press notices going in advance to prepare the public. For information address Mr. Urie, as above.

A Handsome Book for a Two-Cent Stamp—New Publication by the D. & C. Line.

To those who contemplate taking a summer outing we will mail for two-cent postage our illustrated pamphlet, which contains a large number of fine engravings of every summer resort between Cleveland, Toledo, Detroit and picturesque Mackinac. It has many artistic half-tones of points of interest of the Upper Lake region, information regarding both short and extended tours, costs of transportation and hotel fare, etc. Address A. A. Schantz, G. P. A., Detroit, Mich.

The Baltimore & Ohio Receivers and Their Work.

The publication last week of the plan of reorganization of the Baltimore & Ohio Railroad brings more prominently before the public John K. Cowen and Oscar G. Murray. These gentlemen, two years ago, were appointed receivers of this valuable property, and their subsequent actions were of such a character as to cause a great deal of comment. It takes courageous as well as unusually smart and clever men to establish precedents and, at the same time, break down ancient and supposedly impregnable methods.

Messrs. Cowen and Murray found a debilitated railroad in the Baltimore & Ohio. It needed everything from paint to equipment, and, not being in good condi-



JOHN K. COWEN.

tion, could not earn the money required to pay the fixed charges. Ordinarily receivers keep the property placed in their care in as good condition as possible, striving only to prevent deterioration and not undertaking to improve on an extensive scale unless absolutely necessary for the sake of safety.

But Mr. Murray knew the traffic resources of the country, and Mr. Cowen was aware that progress competes with competition. They decided on a bold, unusual stroke, and began to rehabilitate the oldest railroad in the United States, for it will celebrate its seventieth anniversary on July 4. The task seemed endless and the expenditures enormous. New track was laid, ties bought by the hundred thousand, ballast by the million yards and rails by the tens of thousands of tons; bridges were ordered by the dozen, locomotives by the score and cars by the thousand; curves were taken out, grades reduced, stations built or repaired and painted, new blood infused into every department, and the result is a modern railroad, ready and eager for all the business that it can get, with trains filled and on time, equipment that is equal to the best in the country and \$5,000,000 more earnings than four years ago.

This is the result of the administration of John K. Cowen and Oscar G. Murray. They form a pair of the strongest railroad men in the country and are respected as such by their strongest competitors.

Mr. Cowen is an Ohio man, born in Millersburg, and a lawyer by profession. He has been with the Baltimore & Ohio for many years, latterly as general counsel, president and receiver. A man of most brilliant attainments, he is equally at home when discussing the law, finance, history, the arts and letters—in short, is at once a thorough business man and a student. His knowledge of the financial power of the country enabled him to bring about the many things needed to

put the road where it now is, and when the history of the reorganization, with its contending elements and widely divergent interests, is written, Mr. Cowen will rank as one of the foremost financiers in the country. Though in direct charge of the financial and legal departments of the Baltimore & Ohio, he is a master of detail and keeps fully posted on traffic and transportation matters. He is fifty years old, active, healthy and genial. He loves work and works easily. There are fewer bigger-hearted men, and those with whom he comes in contact find him the real man at all times.

Oscar G. Murray is about the same age as Mr. Cowen, and is a strong, healthy man, with a keen eye, a direct, but not rough, way of doing business, and is regarded as being one of the greatest traffic-getters in the country. Born a Connecticut Yankee, educated in the law and once an assistant State's attorney, he early went South and drifted into the railroad business. A station agent in Texas, when revolvers and rifles were as much a part of the equipment as a ticket stamp and punch were, Mr. Murray acquired an independence of manner that has been a characteristic of his make-up ever since.

He rose rapidly and went to St. Louis with the Missouri Pacific during the Gould regime. Later he became allied with M. E. Ingalls in the Chesapeake & Ohio and Big Four as second vice-president of the latter road. The great terminals at Newport News were built under his supervision.

When President Cowen decided that the Baltimore & Ohio needed the best



OSCAR G. MURRAY.

man that could be had for his traffic and operating departments he went for Mr. Murray. The result has more than justified the move, and the great traffic that has come to the Baltimore & Ohio in two years is evidence of Mr. Murray's ability.

Mr. Murray is noted for the ease with which he transacts business, unravels tangled traffic skeins and handles intricate problems. It has been said of him that he can see farther into a stone than any railroad man in the country. His greatest charm lies in his appreciation of the rights and privileges of his fellow-man, and it is said that no man who ever had Oscar G. Murray for an employer ever failed to regard him as a personal friend.

Mr. Henry Norman, one of the editors of the London Daily Chronicle, who came to America to see how we demean ourselves under the stress of war, will have a paper in the July McClure's giving his observations and impressions and telling what he thinks is likely to be the outcome of the war for us in our foreign relations.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Tennessee Bankers.

At the annual meeting of the Tennessee Bankers' Association a feature of the sessions was an address by Herman Justi, of Nashville, on "Plain Facts for Fair Minds." Papers were also read by J. W. Faxon, while T. W. Wrenne discussed the question of outlining a policy whereby the money of the State may be kept within the State limits. The following were elected to fill the offices during the ensuing year: President, F. O. Watts, First National Bank, Nashville; vice-presidents, Alex. B. White, Commercial Bank, Paris; F. B. Martin, Traders' National Bank, Tullahoma; W. F. Jones, Bank of Sweetwater; secretary, J. W. Faxon, Chattanooga; treasurer, F. A. Pattie, Bank of Winchester.

New Corporations.

The Security State Bank of Starkville, Miss., has been organized with \$27,500 capital.

The Mutual Savings & Investment Co. has been chartered at Grenada, Miss., with \$100,000 capital.

The Olive Realty Co. has been chartered at St. Louis, with \$25,000 capital, by R. A. Boyle, John Boyle and others.

The Jefferson County Building Association, of Charlestown, W. Va., has been chartered, with \$1,000,000 capital, by J. M. Mason, Jr., O. M. Phillips and others.

The Bank of Lafayette, La., has been formed, with \$24,000 capital and the following officers: Crow Girard, president; Wm. Clegg, vice-president, and J. J. Davidson, cashier.

The Republic Real Estate & Investment Co. has been authorized to do business at St. Louis with \$100,000 capital. Among those interested are J. S. Freeman and W. Boyer.

New Securities.

The Farmers and Merchants' Bank of Sturgeon, Mo., has increased its capital stock from \$10,000 to \$15,000.

The board of drainage commissioners of New Orleans, La., has sold 500 bonds, issued for this purpose, at prices varying from par to 101. Most of the securities were taken by local investors.

R. L. Wilson, mayor of Unadilla, Ga., informs the Manufacturers' Record that \$4000 worth of bonds will be issued at an early date for improvements. The bonds will bear 8 per cent. interest.

The Masonic Temple corporation, of Wilmington, N. C., is considering an issue of bonds bearing interest at 5 per cent., which will go towards paying for a temple in that city. W. S. Willard is president of the corporation.

The Tennessee Central Railroad Co., through Jere Baxter, president, has given a mortgage to secure \$5,000,000 in 5 per cent. bonds to finance the building of this line. The Mississippi Valley Trust Co., of St. Louis, Mo., is trustee.

It is announced that the additional issue of \$200,000 in preferred stock, made by the American Graphophone Co., of Washington, D. C., has been taken entirely by holders of the other shares. It is to bear interest at the rate of 7 per cent.

The City Passenger Railway Co., of Baltimore is considering the possibility of issuing bonds to refund its floating indebtedness caused by the purchase of the Central Railway and the conversion of

several of its cable lines into electric roads. The bonds to be issued will probably aggregate \$2,000,000.

Financial Notes.

At a recent sale of stock of the Mississippi Cotton Mills, made by order of the court, the mill company purchased the stock, which amounted to forty-five shares, for \$93,359. Its par value was \$1000 a share, which made the selling price over 200.

Seashore Is All Serene—Last Vestige of the "Scare" Has Passed and Hotel Men Are Happy.

After all the misgivings indulged in by hotel proprietors and owners of seashore cottages, it looks as if the coming season at the New England beaches would be in no way different from any of its predecessors, unless to be more successful than many of them.

The little "scare" following the suggestion that the Spanish fleet might pay a flying visit to our Northern shores and contribute a trifling midsummer excitement to some of the popular resorts, died away almost before it took well-defined shape. It was like the general trepidation that filled the public heart about the time the war itself was declared, and which has given way to a feeling of calmness and almost indifference.

Since it has become apparent to even the most timid that the time when Spain could have sent an armada against the New England coast long since went by, and that the seat of war must now be confined to a point even south of America's winter resorts, the courage of those who like to enjoy their summer vacation by the seaside has wholly returned. So pronounced has been the change of feeling that very few people, indeed, are likely to remain away from the beaches this summer because of any fear of the Spanish.

The hotel people, who were naturally very much depressed at the outset, are now looking forward to an excellent season, and the only enemy they have to fear now is unseasonable weather. Most of the big houses have booked their usual quota of guests at this date, and the officials of the Boston & Maine Railroad's passenger and ticket department, who are the most infallible authorities on such questions, report that the outlook for an average season is very encouraging.

Requests for the company's illustrated booklet "All Along Shore" (which, by the way, is sent to anyone on receipt of two-cent stamp), are unusually numerous this month.

A Great Improvement.

(From Cincinnati Times-Star, June 2.)

The "Michigan Flyer" and "The Cincinnati Limited," running on the C. H. & D. and Michigan Central railways between Cincinnati, Toledo and Detroit, are acknowledged to be the handsomest trains in the West. These trains are broad end vestibuled, beautiful parlor cars and the highest type of modern equipment. The only feature lacking to make the service perfect is the fact that the train leaving Cincinnati at 1 o'clock P. M., northbound, and leaving Detroit at 12:35 southbound, these being inconvenient hours for people desiring to get their luncheon before starting. The management have now arranged to put on a cafe service, under the supervision of Mr. George Ohmer, who runs the cafe car on their Chicago line, and these trains will now be fully equipped. Not only through passengers, but passengers between Cincinnati and Dayton, can enjoy the scenery of the beautiful Miami valley while being served with as dainty a meal a la carte as can be desired.

Chautauqua—Low-Rate Excursion via Pennsylvania Railroad.

On July 8 the Pennsylvania Railroad Co. will run a special excursion from Baltimore to Chautauqua, N. Y. Special train will start from Harrisburg at 11:35 A. M. Connecting trains will leave Baltimore 8:50 A. M. Round-trip tickets, good to return on regular trains not earlier than July 18 nor later than August 6, will be sold at rate of \$10.

For specific rates and time of connecting trains apply to nearest ticket agent, or B. Courlander, Jr., passenger agent, Baltimore and Calvert streets.

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How to Visit New England.

Northern New England has within its borders every natural advantage for making it the great rendezvous for summer tourists and vacationists. No other section can offer such a variety of lake, mountain or seashore resorts, and all of them within easy access from the busy cities of Connecticut, New York, Rhode Island and Massachusetts.

It is no haphazard method by which the visitors to this region are handled, but experienced managers exert every possible effort to make the tourist at home and comfortable in great, well-equipped and finely-appointed hostels. The table of the New England hotels is far and favorably known, and, in fact, the advantages offered by them are phenomenal.

The climate of the region, whether at seashore, lake or mountain, is healthful to the extreme, and one wishing a real good vacation will find it in Northern New England.

The railroad by which this great vacation section is reached is the Boston & Maine, and the train service which is in effect over its lines has no equal in the Eastern States. Express trains to the leading resorts are run at seasonable hours from Northern, Southern and Western points, and the excursion book and illustrated catalogue which the general passenger department of the Boston & Maine Railroad, Boston, sends free upon application, abounds in useful knowledge relating to the summer resorts of Northern New England.

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Sealed bids are invited by the Board of the Improvement District of the City of Batesville, Ark., for the Construction of a Water-Works System and Electric-Lighting Plant, in accordance with the official Plans and Specifications of the said Board.

Bids will be received until 12 o'clock noon of JULY 14th, 1898, at the office of the Board in Batesville, Ark.

Plans and Specifications are on file and may be seen at the office of the Mayor of Batesville, Ark., and at the office of Owen Ford, Consulting and Supervising Engineer, 710 Security Building, St. Louis, Mo., and at the office of the Private Secretary of the Governor of Arkansas, at Little Rock, Ark.

Payment of 90 per cent. of the estimated cost of the improvement will be made in bonds of the District, bearing 6 per cent. interest, remainder in cash.

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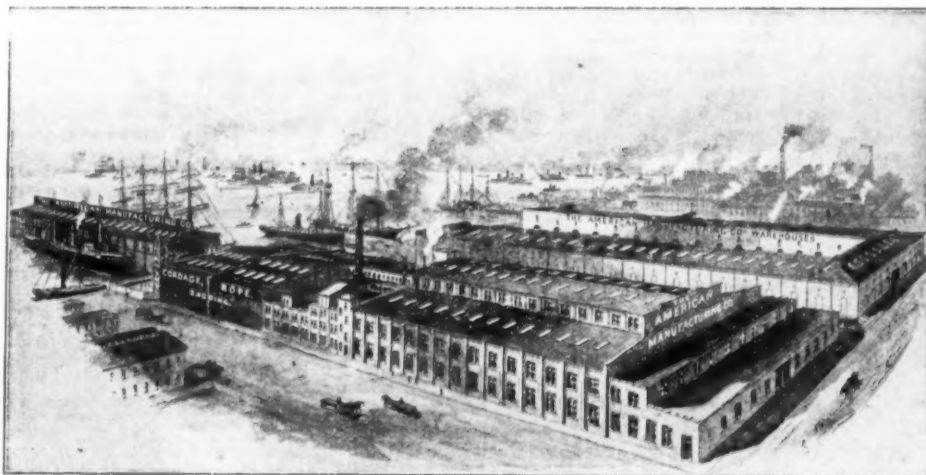
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Carlin's, Thomas, Sons	26	Gilbert, C. M., & Co.	6	McGowan, John H., Co.	38	Russell & Co.	19	Wisconsin Machinery Co.	25	
Carnell, George	35	Glaskin, George F., & Co.	6	McKenna, David	31			Wolf Co., The	21	
Caroline Iron Works	21	Glen Cove Mch. Co., Branch	27	McLanahan & Stone	19	S		Wolf Co., Fred. W.	16	
Carver Cotton Gin Co.	32	Globe Machine Works	18	Mead, Y. A., Cycle Co.	40	Samson Steel Belt Hook Co.	23	Wolf Co., D., & Co.	22	
Case Mfg. Co.	37	Golden's Foundry & Machine Co.	13	Mecklenburg Iron Works	13	Saunders', D., Sons	13	Worthington, Henry & Co.	37	
Castner, Curran & Bullitt	18	Goodnow, C. C.	23	Means & Fulton Iron Wks.	10	Sawyer Hardware & Supply Co.	10	Wright Co., The	12	
C. & B. Line	22	Gowley, J. A., & Son	32	Mercantile Trust & Deposit Co.	385	Schieren, Chas. A., & Co.	11	Wrightsville Hardware Co.	27	
Chambersburg Engineering Co.	13	Graphite Lubricating Co.	25	Merchant & Co., Inc.	*	Schneider & Trenkamp Co.	8			
Chapman, Wm. A., & Co.	6	Gregory Co., Chas. E.	25	Merchants & Miners' Transp. Co.	40	Schneider Mfg. Co.	43	Y		
Chapman Valve Mfg. Co.	19	Griffing, A. A., Iron Co.	4	Meyer, Dr. Otto	6	Scott & Williams	43	York Mfg. Co.	16	
Charleston (S.C.) Bureau of Freight		Grosse, L., Art Glass Works	8	M. F.	23	Scranton Corundum & Emery				
and Transportation	22	Gulfoux & Blanc	6	Middendorf, Oliver & Co.	385	Wheel Works	12	Z		
Charlotte Machine Co.	33			Middletown Machine Co.	18	Seidel, R. B.	4	Zamoiski, J. M., & Co.	43	
				Milburn, Frank P.	6	Seidel, R. D.	35	Zier & Co., M.	9	

PROPOSALS.

ATTENTION, IRON-VAULT MEN.—Sealed proposals for making the Chancery Clerk's Office in Port Gibson, Miss., fire proof, according to plan and specifications on file, will be received and acted upon by the Board of Supervisors of Claiborne County, on the 4th day of July, 1898. A. K. JONES, Clerk.

SEALED PROPOSALS will be received by the City of Goldsborough, N. C., until July 5th, 1898, for a part or the whole issue of \$30,000 30 year 6 per cent. bonds, to be issued to build a system of sewerage for said city. For further information address D. J. BROADHURST, City Clerk.

MAYOR'S OFFICE.

FITZGERALD, GEORGIA, June 25, 1898. **SEALED PROPOSALS** will be received at this office, in the city of Fitzgerald, Georgia, until 6 o'clock P. M. on the 15th day of July, 1898, for furnishing the material and labor in the erection of a water system and an electric lighting plant as per plans and specifications on file in the office of the Mayor. Bids will also be entertained on furnishing and erection of separate parts of the said plants, as per specifications. The right is hereby reserved to reject any and all bids. C. C. GOODNOW, Mayor.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., June 18th, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 15th day of July, 1898, and then opened, for the construction (except heating apparatus and electric wire conduits), of the U. S. Post Office building at Akron, Ohio, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent at Akron, Ohio. JAMES KNOX TAYLOR, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., June 16, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 8th day of July, 1898, and then opened, for the low pressure, return circulation, steam heating and ventilating apparatus for the U. S. Post Office building at Clarksville, Tenn., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Clarksville, Tenn. JAMES KNOX TAYLOR, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., June 13, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 9th day of July, 1898, and then opened, for the construction, (except heating apparatus) of the U. S. Post Office building at Pottsville, Pa., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Postmaster at Pottsville, Pa. JAMES KNOX TAYLOR, Supervising Architect.

PLANS AND BIDS FOR BUILDING FIRE PROOF CLERK'S OFFICES FOR PITTSBURGH COUNTY WANTED.—We, the undersigned committee, will, until Saturday noon preceding the 4th Monday in July, 1898, at Chatham, Pittsylvania County, Va., receive bids, accompanied by plans and specifications, for building a fire proof Clerk's Office for the County and Circuit Courts, also separate bids and specifications for converting the basement room of the Court House into two fire proof Clerk's Offices, complete in every respect and ready for use, including all necessary and proper metal furniture, and in said work the metallic furniture now on hand in the County Court Clerk's Office shall be renovated as may be necessary and proper and removed and set up ready for use in the said new offices. The right to reject any or all bids is reserved by the Board of Supervisors.

W. B. SHEPHERD, Clerk.
G. H. VADEN, Treasurer.
W. I. OVERBEY, Sheriff.

Chatham, Pittsylvania County, Va.

CHARLESTON, S. C.

Is showing great Commercial Development.

For Sale—Good Dividend-Paying Investment Securities, also Residences, Building Lots, Farms, Manufacturing and Hotel Sites.

An ideal city for a HOME. Full of historic interest. Cost of living is cheap and climate delightful. Educational facilities are unsurpassed.

Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

Exchange Banking & Trust Company,
CHARLESTON, S. C.

HELP WANTED.

Advertisements under this head will be inserted hereafter at the rate of one cent a word for each insertion.

WANTED.—Traveling salesmen on salary or commission to sell our steel pens to offices, banks and stationers. Agents need apply. Address SPOT CASH PEN CO., Boston, Mass.

WANTED.—Capable, reliable, enterprising business man to take entire control of novel device for advertising. Small capital required to push device, not to buy it. Address ADVERTISER, care Manufacturers' Record.

SITUATIONS WANTED.

Advertisements under this head will be inserted hereafter at the rate of one cent a word for each insertion.

WANTED.—Am open to engagement after August 1st. Desire position in sales department iron and steel concern, or machinery house, or in charge of Southern office, where hard work and executive ability would be required. Have had vast and varied experience as salesman, and am well posted on freight matters. Age 30. Excellent references. Address IRON, care Manufacturers' Record, Baltimore, Md.

The Hartzell Self-Draining Reel

is different from others, it is superior, as it is most convenient, it drains all the water out of the Hose after it has been reeled. No obstructions outside of this reel, to interfere with the free winding or unwinding of the Hose.

It is a nice ornament to any lawn. It greatly lessens the expense of keeping up a lawn, because the Hose is kept in order.

It is well mechanically made.

Your customers want THEM. Will you supply them?

For descriptive circulars and price, address
The Hartzell Novelty Works, Alliance, O., U. S. A.



WIND ENGINES

We are manufacturers of the new style power generators,

Ford Wind Engines for Power.

"Aeolus" Mill for Pumping.

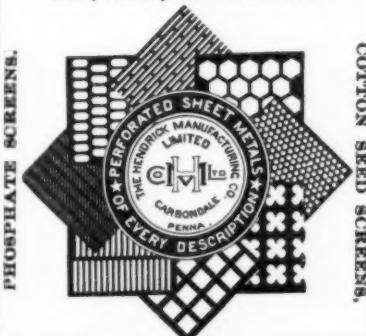
Steel Towers, Pumps, Tank, Etc.

AEROSTATIC POWER CO.

1008 S. Fremont Ave., BALTIMORE, MD.
Send for Catalogue.

PERFORATED SHEET METALS

FOR SCREENING
Coal, Coke, Ore and Rock.



THE HENDRICK MFG. CO., LTD.
CARBONATE, PA.



TANGYE'S
Hydraulic
Lifting Jacks,
Rail Benders,
and Punches,

ALSO
Screw Jim Crows,
Tube Expanders,
Ratchet Drills
and Hoists.

Large Assortment.

Catalogue gratis.

JOSEPH F. MCCOY COMPANY
26 Warren St., New York.

THE BOOMER & BOSCHERT
KNUCKLE JOINT

PRESS
FOR Baling
Cloth, Paper, Yarn, &c.
Or for any other purpose requiring great pressure.
BOOMER & BOSCHERT PRESS CO.
888 W. WATER ST., SYRACUSE, N. Y.

POWER HAMMERS.
OURS GIVE PERFECT SATISFACTION.

Jenkins & Lingle, Bellefonte, Pa.
Gentlemen—The Power Hammer which you sold us some time ago is giving excellent satisfaction, and find that it is quite a labor-saving machine. Yours truly,
BALL BROS. GLASS MFG. CO.
Muncie, Ind., Jan. 31, '98.
Send for Circular.
JENKINS & LINGLE, Bellefonte, Pa.



ASPHALT PAVEMENTS

Enhance the Value of Property One-Third.

DURABLE HEALTHFUL NOISELESS

20,000,000 square yards laid in eighteen years.

For plans and estimates apply to

THE BARBER ASPHALT PAVING COMPANY,

General Office, 11 Broadway, New York.

Envelopes! We furnish 10,000 XX Good Quality White Envelopes, printed with your corner card or address for \$10.00—size 6 1/4. Send us your orders. We print everything.
ATLANTA ENVELOPE CO., Atlanta, Ga.

Don't Make a Mistake.

A comparison of merits of different makes of Elevator Buckets will always result in a decision that the "SALEM" has no equal for long and satisfactory service. Send for price list.



The W. J. CLARK CO., Salem, Ohio, Sole Manufacturers.

"Hurry Up" Letter Copying Machine.

NO BLOTTER BATHS, WET BRUSHES OR COPY BOOKS.
Always a Clean, Accurate, Uniform Copy.

Price of Machine \$15.

I came from hands of crafty skill,
I'm made of toughest metal,
I'm here a mission to fulfill,
A problem old to settle,
No slimy rags nor blotters dank,
For I have something better;
You simply turn my polished crank,
And there's your copied letter.

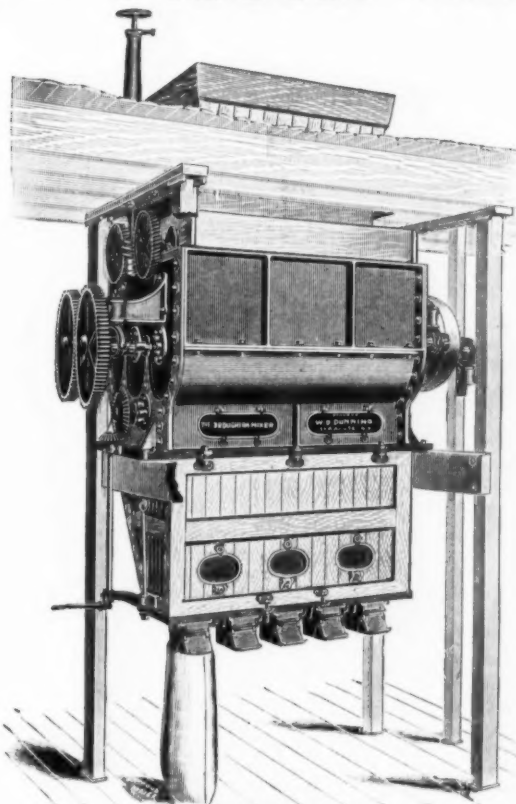
Write for
Catalogue and
Testimonials.

We have two complete systems of copying and filing letters, and make the most complete and modern Letter Cabinet File in existence.

The Piqua Copying Machine Co.,

Piqua, Ohio,
U. S. A.

The... Broughton Plaster Mixer.



MANUFACTURED BY

W. D. DUNNING, - SYRACUSE, N. Y. Send for Catalogue

SILVER GRAY BRICKS **Something New!**
Artistic and beautiful. Perfect solid color and velvet finish. Not affected by weather. Harmonize with all other colors. Write for samples and prices.
POWHATAN CLAY MFG. CO.
RICHMOND, VA.
NEW YORK OFFICE: Townsend Bldg., 1123 Broadway.

SPECIAL Advertisements OF GENERAL Interest.

OPPORTUNITIES FOR INVESTORS.

The Mill Man

Will find it to His Advantage

to now Consider the Question of Locating
his Factory on the line of the

Southern Railway

Incomparably the Leading System in the South.

IT RUNS THROUGH Virginia, North Carolina,
South Carolina, Georgia, Alabama, Mississippi,
Tennessee and Kentucky.

And Gives the Greatest Variety of Openings and
Opportunities for all Classes of Factories.

The Advantages of Raw Material, Labor, Cheap Sites, Cheap
Building, Good Markets and Low Taxation (in some cases no
taxation for a series of years) make regions along the SOUTHERN
RAILWAY the best in the United States for Profitable Industries.

Permit us to show you what we have to offer.

Correspondence confidential.

M. V. RICHARDS,

Land and Industrial Agent, Southern Railway Co.

Washington, D. C.

TWO MILLIONS ACRES LAND FOR SALE.

In Alabama, Florida, Mississippi and Texas.
Dry, Healthy, Fertile and Well Timbered.
YELLOW PINE LANDS A SPECIALTY.

Apply to or address JOHNSTON & NELSON, 241 E. German Street, BALTIMORE, MD.

Patent Grate Bar Right FOR SALE.

New England and Western States for Sale.

Big income from royalty. One county in North
Carolina pays \$1,500 per year. Wanted manufac-
turing agents in every State to work on royalty.
One hundred per cent. profit to manufacturers.
Salesmen on commission or on lease as agent for
specified territory. Big profit to business men.
Saves 20 per cent. fuel.

Yorkville Roller Mills, Yorkville, S. C.: "They
are great savers of fuel and give perfect satisfac-
tion in every particular."
Geo. A. Gray and R. C. G. Love, of Gastonia,
N. C.: "Works better than you claimed."
Particulars on application to

EARL & WILSON, Gastonia, N. C.

FOR SALE.

Up-to-date Wheel Factory

In one of the best Southern cities. 5 railroads.
Capacity 150 sets of wheels per day. 10,000 fin-
ished spokes per day. Best of material right at
door at cord-wood prices. Address

P. O. BOX L,
Meridian, Miss.

WANTED.

Machinery to Manufacture

We have a thoroughly equipped Machine shop,
Carpenter Shop and Foundry, and can do all
classes of Machine Work very reasonable. Try us.

SOUTHERN FOUNDRY & MACHINE WORKS,
FREDERICKSBURG, VA.

FOR SALE.

A Pair of Centre Crank Engines

(steam) 1,500, now in use, sold on account of
enlarging plant. Address

HUNT CO. OIL CO., Wolfe City, Texas.

Incorporate Your Business.

West Virginia Laws Most Liberal.
No Personal Liability. Non-Assessable Stock.
Plan mailed on application.

J. A. THAYER & CO., Attorneys,
Charleston, W. Va.

Corporation Laws of West Virginia

Are the Best.

Charter is good in any state, no liability, signers
furnished, reduced expense, consultation free.

INTER-STATE LAW ASSOCIATION,
CHARLESTON, W. VA.

Parties desiring to locate manufactures
are invited to investigate

RADFORD, VA.

Good Climate, Water, Drainage. Ele-
vation 1800 feet. On Norfolk & Western
Railway, near Pocahontas Coal Fields.
Inducements to responsible parties.

Address G. T. KEARSLEY,
Secretary Board of Trade,
Montgomery County, RADFORD, VA.

PAINT MACHINERY Mills, Mixers,
Can Fillers, &c.
Low prices, large assortment. Write for particu-
lars. LYONS MACHINERY CO.,
Station B, No. 61, Cincinnati, O.

Horse Power for Sale or Lease.

Manufacturers who are contemplating
removing their plant or establishing
a branch factory are invited to inves-
tigate the superior advantages pos-
sessed by the

Roanoke Navigation & Water Power Co.

The third largest power in the United
States, situated at WELDON, N. C., at
the junction of the Seaboard Air Line
and Atlantic Coast Line.

2000 HORSE POWER NOW READY for im-
mediate use and capable of development to
almost any extent, situated at the head of naviga-
tion of Roanoke River and junction of Atlantic
Coast Line and Seaboard Air Line. INSURING
FIRST-CLASS SHIPPING FACILITIES TO
ALL POINTS AND LOW FREIGHT RATES.
Absolutely free from interference by high water.
Good manufacturing sites for various indus-
tries are available. 2,000,000 brick on hand
and a yard sufficiently large to supply any de-
mand. Weldon is in the centre of the RICHEST
COTTON LAND IN THE SOUTH. 200,000
BALES COTTON BEING PRODUCED AN-
NUALLY.

This section is RICH in TIMBER and WOOD
for manufacturing purposes, as well as for mak-
ing acetate of lime of potash. Boats using 3 1/2
feet water can go up the river from our power
site for 30 miles, developing a valuable timber
country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE
FACTORY no better location can be found, hav-
ing a territory of a radius of 50 miles, containing
a population of 400,000.

LABOR is INTELLIGENT, ABUNDANT and
CHEAP. ALL DESIRABLE and NEEDED
ADVANTAGES.

Our power can be bought or leased at reason-
able rates. Will take pleasure in answering all
requests for detailed information. Address

Roanoke Navigation & Water Power Co.

JAS. W. WILSON, Pres. & Gen. Mgr.

WELDON, N. C.

RECEIVERS' SALE

OF VALUABLE

Iron Furnaces, Ore Banks, &c.

The undersigned, as receivers, will sell at the
Court House door, in Frederick City, Frederick
County, Md., on

THURSDAY, July 7th, at 12 M.

CATOCTIN FURNACE PROPERTY.

This property is located about 12 miles from
Frederick, about three miles from Thurmont, on
Western Maryland Railroad, and has a railroad
connection with Thurmont.

There are on the property one Coke Furnace,
of a capacity of about 30 tons, and a Charcoal
Furnace of about 10 tons capacity per day. There
is practically inexhaustible supply of Hematite
Ore and a large quantity of rich Magnetic Ore,
not fully developed, upon the property, with
Washers, Tramways, &c. There is an ample
supply of Limestone.

The land composing this property is about
10,000 Acres, more or less, as also a large and
valuable Town Property in Frederick City. There
is a large deposit of rich Ochres and Umbers upon
the property, as also a Mill for preparing the same.

For fuller information, terms, &c., apply or
write to

GEORGE HOUCK, Receivers,
CHARLES P. LEVY,
Frederick, Md.
Or HARRY GORSUCH, Receiver,
Westminster, Md.

FOR SALE.

Farm of 565 Acres in Buckingham Co., Va.

Large bottoms, running through entire farm;
uplands all in grass except about 225 acres wood-
land; spring in every field; whole farm in clean
condition; large orchard of various fruits, prin-
cipally apples, peaches, etc.; elegant freestone
spring at house (same vein of water as at Buffalo
Kidge Springs); three-story brick house of twelve
rooms (furnished); porches, 160 feet; large lawn,
well shaded; well stocked, Jersey cows, sheep,
horses, etc.; modern farming implements; stable,
barn, etc., all in good condition; overseer's house;
overseer now on place, and wheat and oat crops
and garden in for present season. Half hour's
ride from Manteo, on C. & O. Railway, on James
river; five miles from Buckingham C. H. Price,
\$15,000, on terms to suit purchaser, and possession
given at once. Address J. RANDOLPH HENRY,
Lynchburg, Va.

AGENTS WANTED—To Sell the

"Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Com-
pound Leverage, Self Contained. No gear
wheels or springs. Fall circle, Simple in con-
struction, efficient in service. Write, prices,
discounts.

ALABAMA FOUNDRY & MACHINE WORKS,
NEW DECATUR, ALA.

Sale of Valuable Land

AT

BIG STONE GAP, VA.

JULY 25th, 1898.

In the Circuit Court of the
United States for the West-
ern District of Virginia, at
Abingdon.

R. C. Ballard Thruston, Trustee,
vs.
The Big Stone Gap Improvement
Company. In Chancery.

Pursuant to a decree of the Circuit Court of the
United States for the Western District of Virginia
entered in the above cause on the 11th day of April,
1898, as modified by decree entered in said cause
by said Court, on the 13th day of June, 1898, I will,
as Special Commissioner, offer for sale at public
outcry to the highest bidder for cash twenty-three
(23) tracts or parcels of land lying in and adjacent
to the town of Big Stone Gap, in Wise County, Va.

1. A tract containing 479 acres, known as the

South Appalachian Land Company tract.

2. A tract containing 134.57 acres more or less.

3. Another tract containing 67.43 acres.

4. Another tract or parcel of land adjoining the

two above named tracts, containing 175.20 acres.

5. Another tract of land containing 105.55 acres.

6. Another tract or parcel of land containing

101.18 acres.

All of the five aforesaid tracts being known as

the Virginia, Tennessee and Carolina Steel and

Iron Company tracts.

7. Another tract of land containing 139.33 acres,

known as the Josiah Ryland tract.

8. Another tract containing 101.05 acres more

or less, known as the H. C. & M. B. Wood, and

Whitridge and Fox tract.

9. An undivided two-ninths interest in a tract

of land containing 197.87 acres more or less,

known as the Whitridge and Jones tract.

10. An undivided half interest in a tract of land

containing 22.61 acres, known as the Gilly Mill

tract.

11. A tract containing 91.9 acres, known as the

Gilly Ridge tract.

12. Another tract containing 10.47 acres.

13. Another tract containing 14.1 acres.

14. Another tract containing 62.18 acres.

15. Another tract containing 23.82 acres.

16. Another tract containing 75.57 acres.

17. Another tract containing 25.97 acres.

The last aforesaid nine tracts being lands con-
veyed to the Big Stone Gap Improvement Com-
pany by W. D. Jones and others.

18. An undivided half interest in a tract of land

containing 51.55 acres.

19. An undivided half interest in a tract con-
taining 34.8 acres, subject to certain exceptions

specified in the deed.

The last two tracts being land conveyed to the

said Company by R. C. Ballard Thruston.

20. Another tract or parcel of land containing

74.53 acres, subject to the exception of certain lots

specified in the deed, known as the M. B. Wood

tract.

21. An undivided 1/2 interest in another tract of

land containing 52.3 acres, known as the Virginia

Coal and Iron Company tract.

22. Another tract or parcel of land containing

34.25 acres with one acre excepted.

23. Another tract or parcel of land containing

76.4 acres with one acre excepted.

A large portion of the said tracts and parcels of

land have been laid out and platted into parks,

lots, streets, roads and alleys, and plats thereof

recorded in the office of the Clerk of the County

Court of Wise County; and such parks, roads,

streets, and lots, together with several hundred

town lots which have been sold by said Improve-

ment Company will be excepted in selling said

tracts of land. A list of the lots which have been

sold with the numbers of the lots, blocks and

plats is included in the decree of sale in this

cause. The said lands and lots are fully describ-
ed in the maps and plats filed in the cause and
the decree of sale to which reference is here made.
A copy of said decree and maps and plats may
also be seen at the office of the Special Com-
missioner: 1 to Big Stone Gap.

The said sale will be made on the premises in Big
Stone Gap, Wise County, Virginia; on 25th day of
July, 1898, and the said land will be sold as a whole,
and not in separate lots and parcels.

No bid will be accepted from any person of
less than Thirty-five thousand (\$35,000) dollars
for the whole land, nor will any bid be accepted
from any person who shall not first deposit with
the Special Commissioner the sum of ten thou-
sand (\$10,000) dollars in money, or a check payable
to the Clerk of the Circuit Court of the United
States for the Western District of Virginia, at
Abingdon, for that amount, upon a United States
National Bank, duly certified by such Bank to be
good. The sale will be for cash which shall be
paid as and when the Court shall order, but the
purchaser may make part payment of the pur-
chase money in coupons and bonds adjudged to
be liens to the extent or in the proportion which
they shall under the terms of the decree be
entitled to share in the purchase money. Any
certified check deposited with the Commis-
sioner by any bidder whose bid is not accepted
will be returned to him by said Commissioner;
and, if any bidder whose bid is accepted shall
fail to comply with his bid, the amount of the cer-
tified check deposited by him will be forfeited as
liquidated damages, and the amount thereof ap-
plied to the payment of expenses, costs, and
prior claims under the decree of sale.

R. A. AYERS,

Special Commissioner.

FOR SALE.

All the machinery of a small

New England Cotton Mill.

4400 Spindles. Will be sold at a Bargain
for Cash. For particulars apply to

PARKMAN DEXTER,

P. O. Box 1272, BOSTON, MASS.

The Columbia Water Power Co.

COLUMBIA, S. C.

Has Developed 10,000 Electric H.-P.,

Which They Offer For Sale In Large or Small Units for Manufacturing Purposes.

The Largest Electrical Horse-Power developed in the country outside of Niagara Falls. Ample power at all seasons of the year. Free from ice in winter. More economical than steam.

= = COLUMBIA = =

Has a population of 25,000. It has educational advantages equal to any city in the country. The climate is equable and agreeable. Taxes are low and building material cheap.

Skilled Labor and Freedom from Labor Organization Interference.

Seven Railroad Systems Enter Columbia, Insuring Low Freight Rates to All Points.

THE CENTRE OF THE COTTON PRODUCING COUNTRY.

Address Boston Office, 53 State Street, Room 608,

GEO. WALLACE, Gen'l Mgr.

BOSTON, MASS.

WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

Complete Electric Plant

FOR SALE

at Morganton, N. C.

As commissioners, appointed by a decree of the Superior Court of Burke county, the undersigned will, on

MONDAY, AUGUST 1, 1898.

sell at public auction at Morganton, North Carolina, the complete electric plant, power-house, franchises and contracts of the Morganton Electric Light and Power Company. The Company has city contracts and does a large amount of commercial and residence lighting. System is the Edison three-wire, low voltage system, the dynamo are new and the whole plant is in good repair. Plant was erected at a cost of between \$15,000 and \$18,000. Town of Morganton has about 3000 inhabitants, is located in the mountains of North Carolina on Southern Railway, and is a noted health resort.

TERMS OF SALE: Half cash on day of sale; balance in six months, deferred payment to bear 6 per cent. interest, and title to be retained until balance of purchase money is paid.

Advantageous private bids will be considered until sale day.

For further particulars, address

F. H. BUSBEE,
Raleigh, N. C.
W. C. ERVIN,
Morganton, N. C.

FOR SALE.

An Opportunity for Good Investment.

A STOCK OF

Hardware, Stoves, Tinware, Crockery, Housefurnishing Goods, Agricultural Implements, Wagons and Buggies.

An established business for 25 years, in a fine section of agricultural country and in city of 4000 population, situated in Central Texas. Stock clean and well selected; will invoice about \$25,000 to \$30,000. Only one other hardware house in the city. Stock can be reduced to \$20,000 by September 1st. Have building especially built for the business. Will sell or lease. Reason for selling on account of health and to close up business.

None but those who mean business need answer this. For further information address

TEXAS, care Mrs. Record.

Tough. Clean. Dense. Recommended for Rolls Ice Machinery and all castings requiring dense structure and smooth finish.

HICKMAN PIG IRON.
HICKMAN, WILLIAMS & CO.
Exclusive Agents,

CHICAGO: 1178 The Rookery, Tel. Main 826.
LOUISVILLE: Kenyon Building.

MACHINERY

Contained in the Plant of the

Marinette Iron Works

At DULUTH, MINNESOTA.

No. 21. One 8'x8'x24' Robert Tarrant Planer, two heads on rail, excellent tool. \$4000
No. 27. One 36'x36'x15' New Haven Planer, good condition. \$900.
No. 22. One 32'x25'x8' New Haven Planer, fair condition. \$400.
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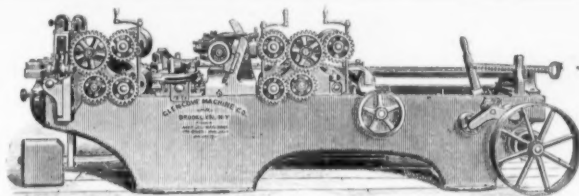
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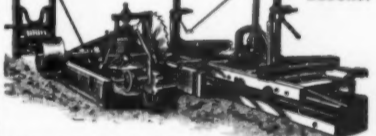
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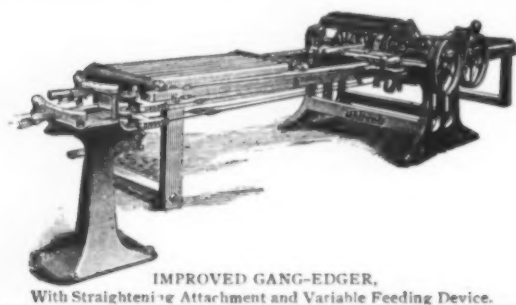
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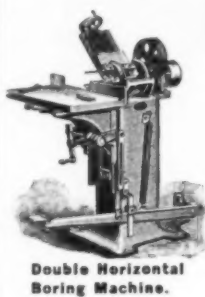


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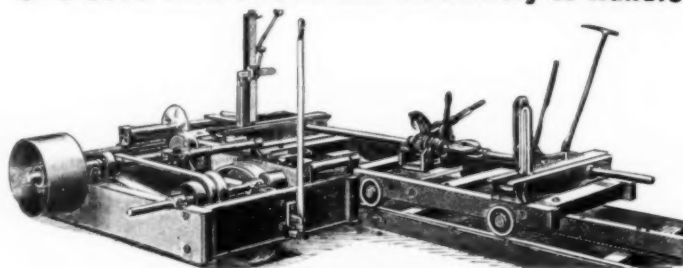
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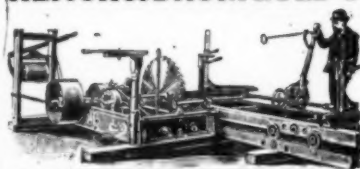


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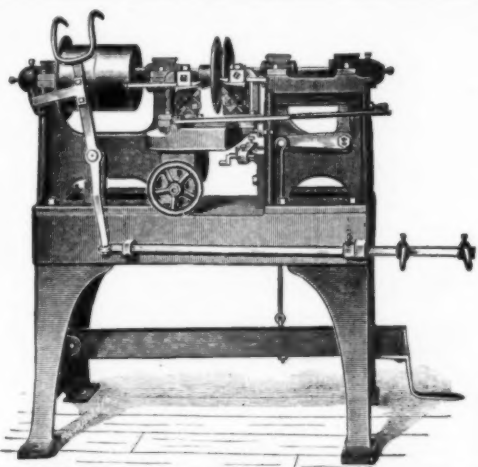
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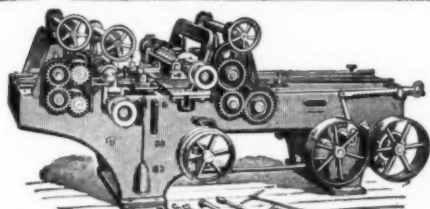


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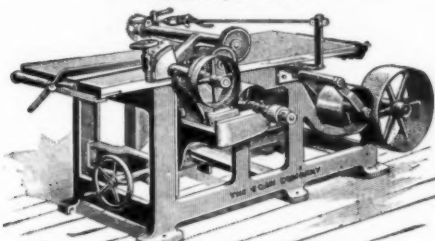
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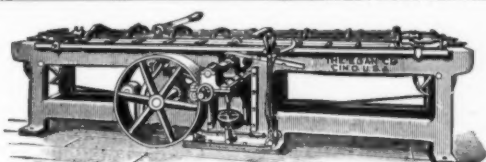
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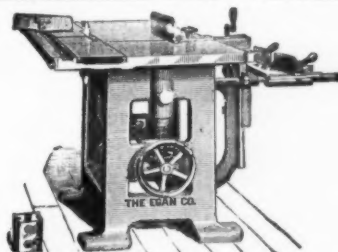
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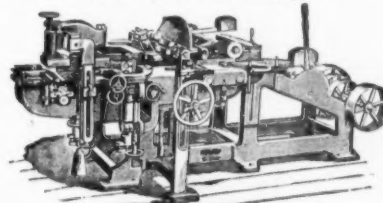
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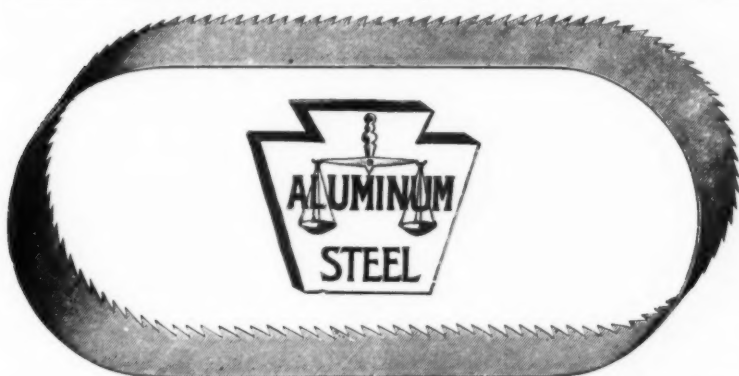
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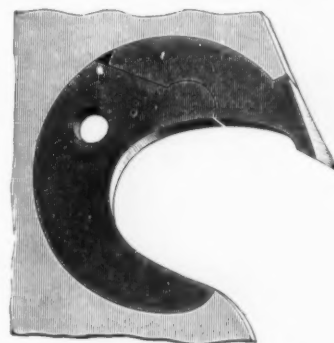
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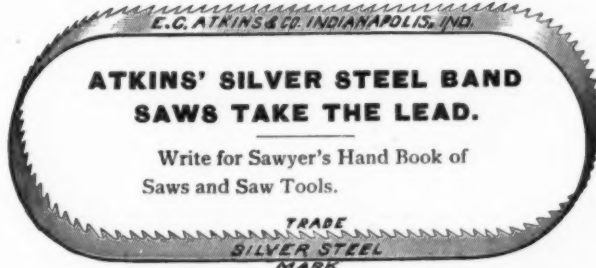
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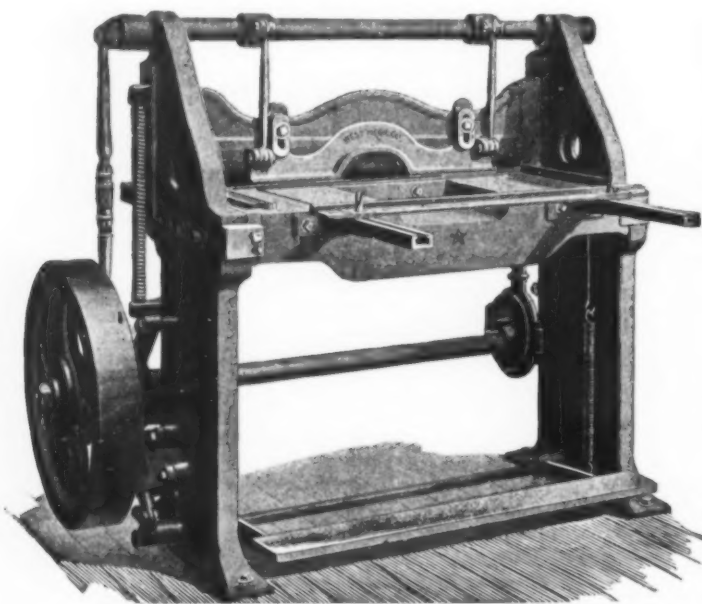
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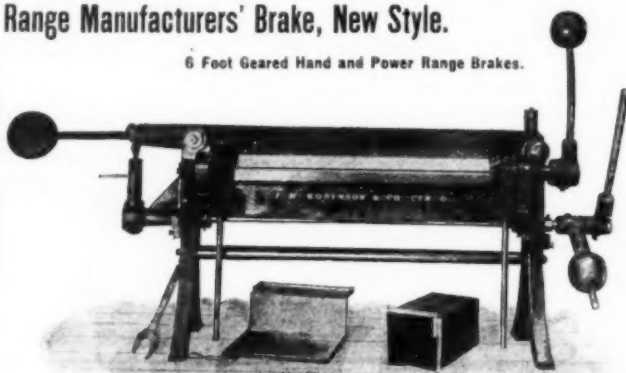
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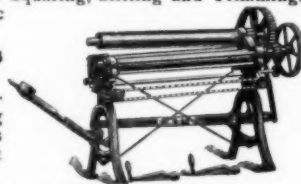
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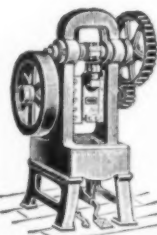


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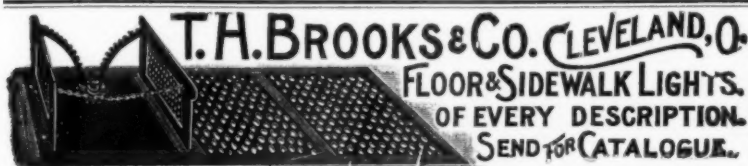


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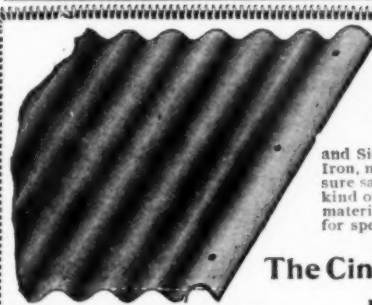
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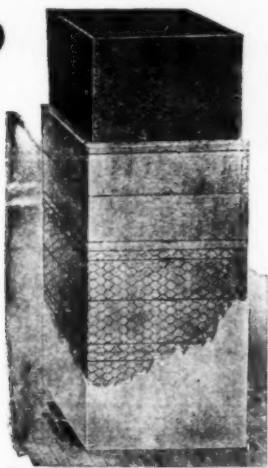
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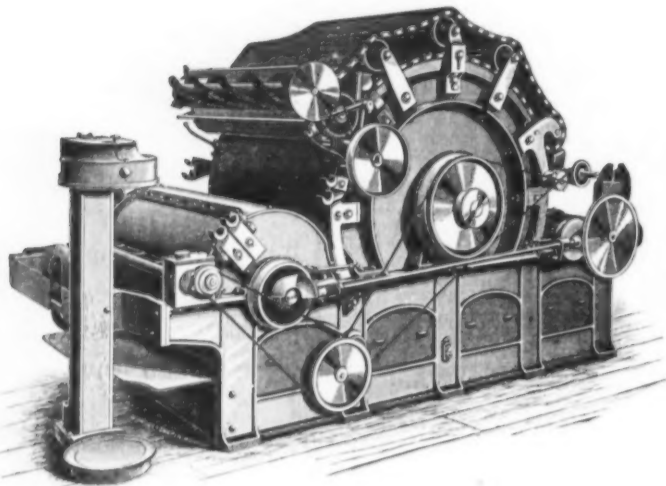
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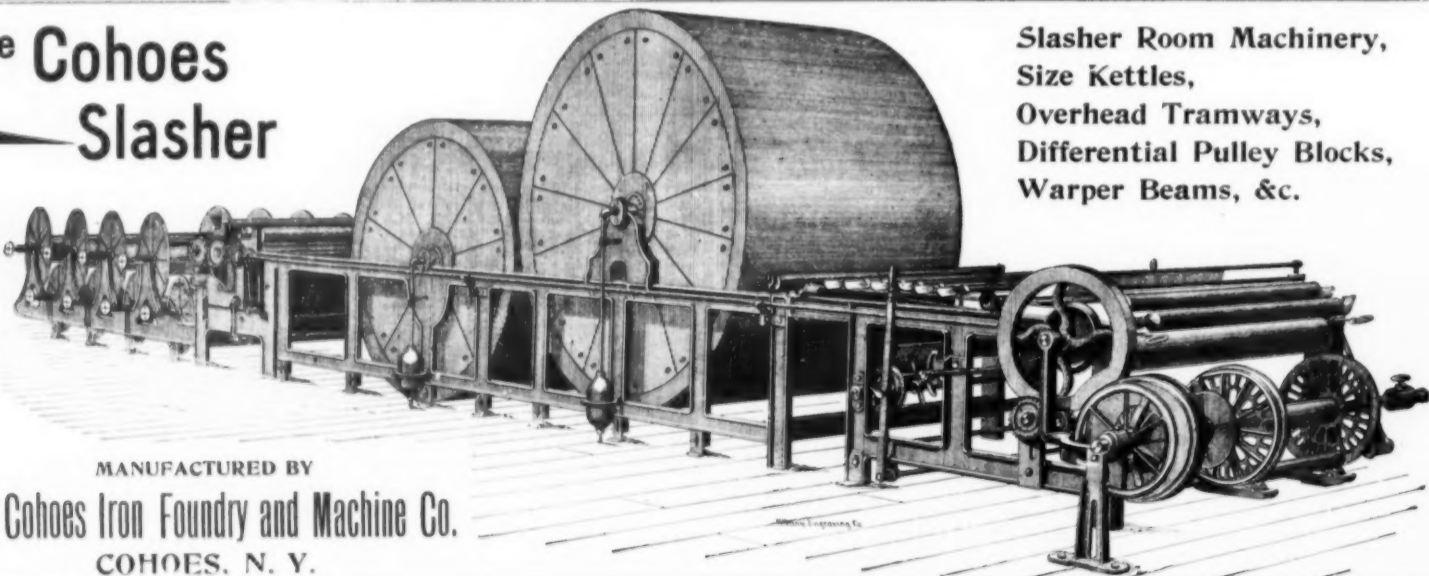
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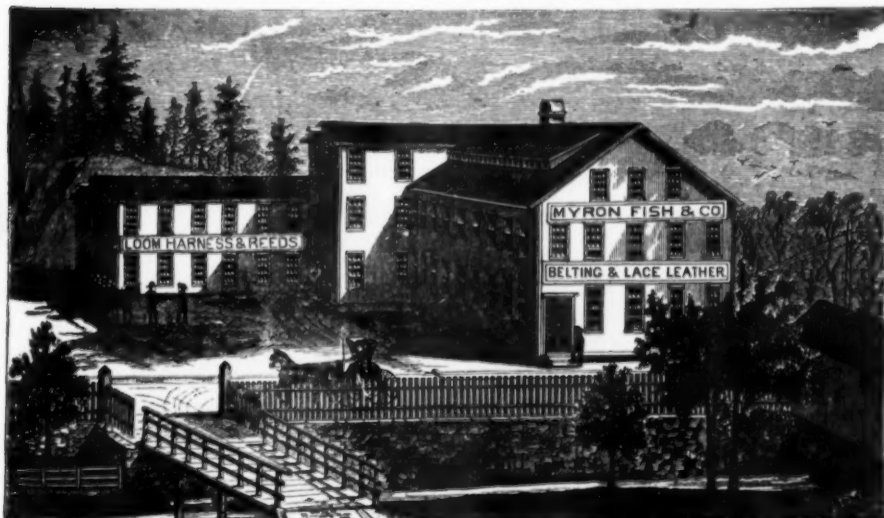
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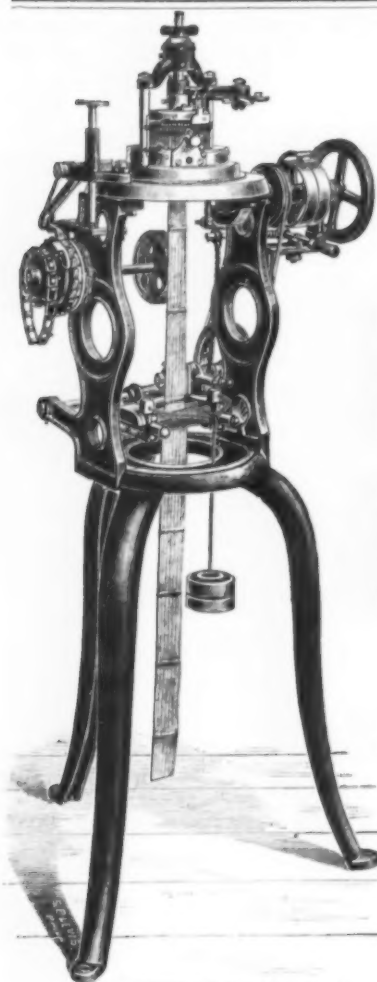
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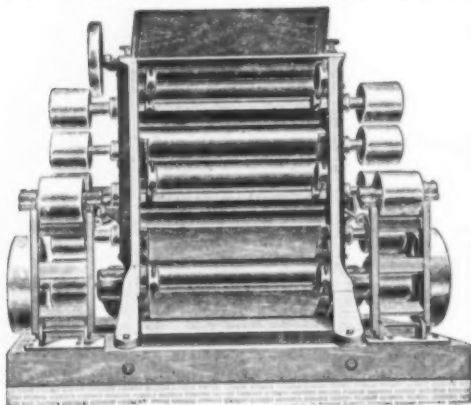
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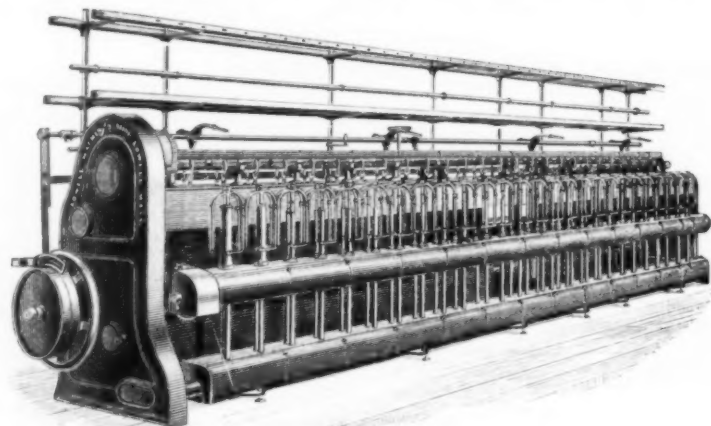
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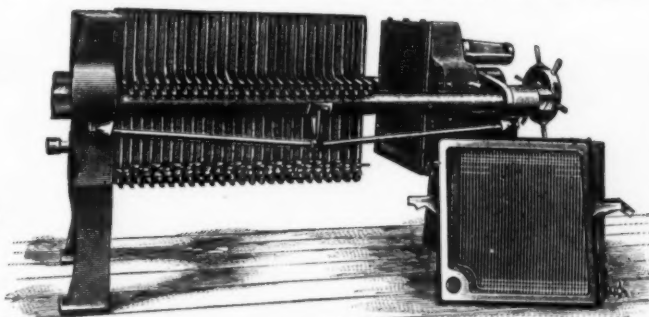
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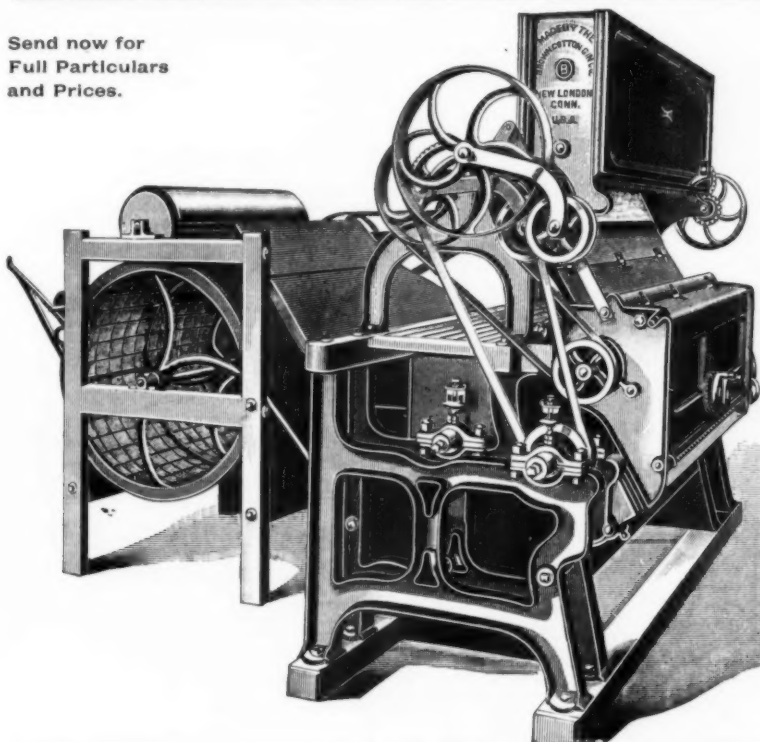
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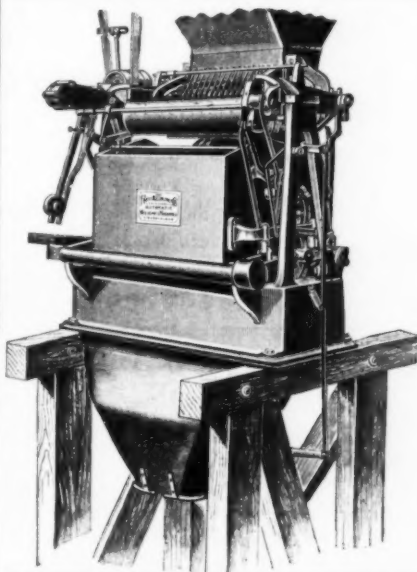
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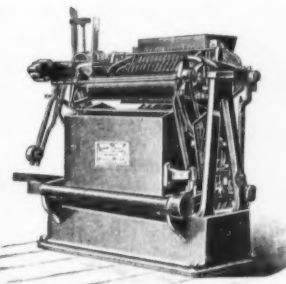
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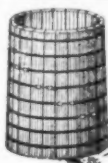
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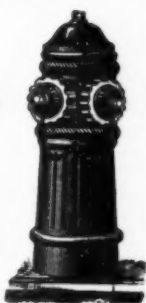
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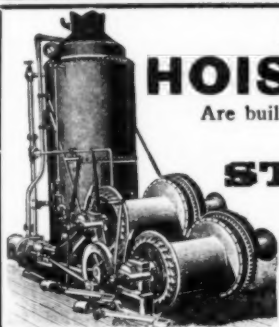
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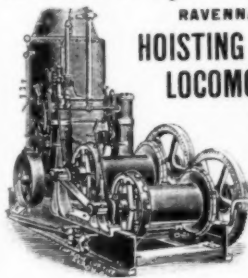
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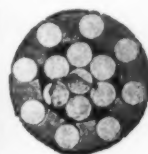
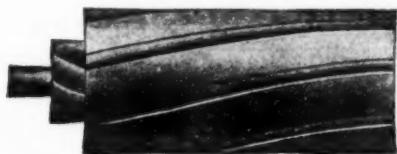
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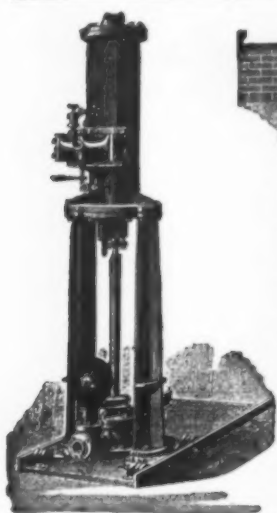
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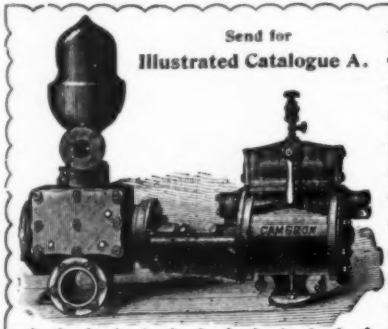


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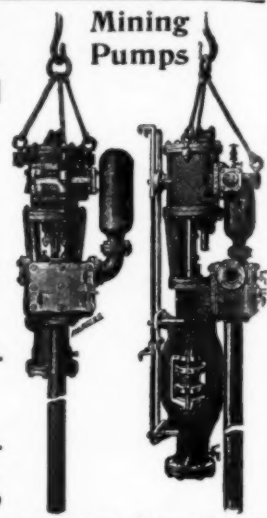
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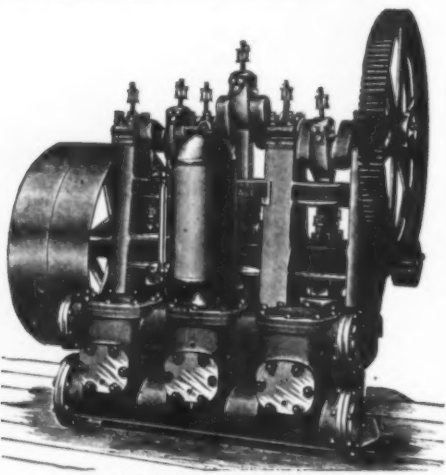
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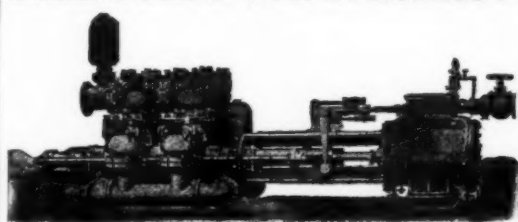
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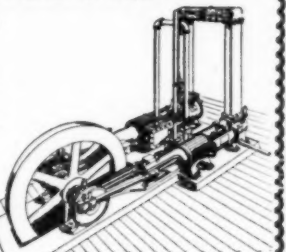
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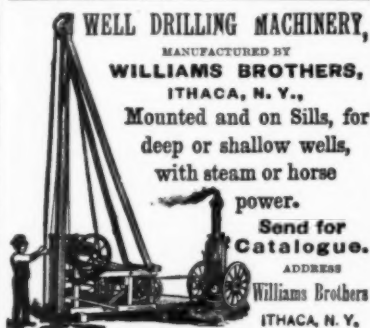
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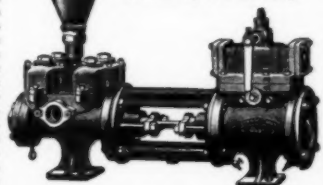
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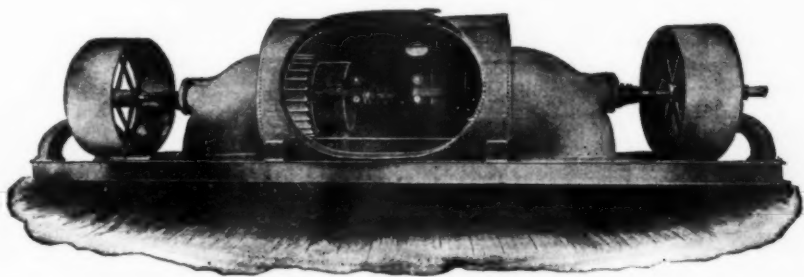
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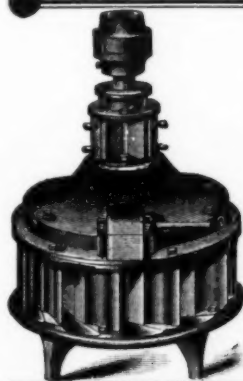
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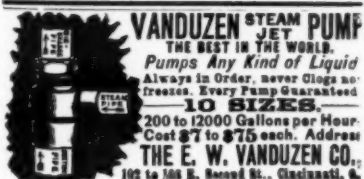
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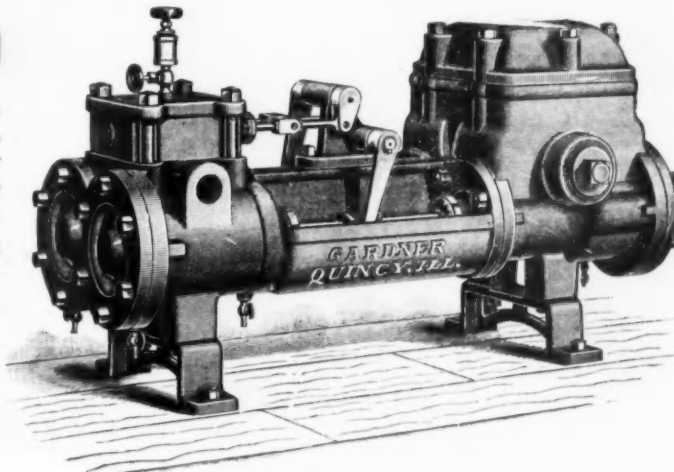
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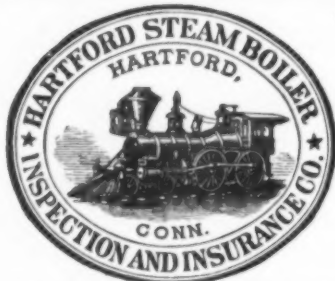
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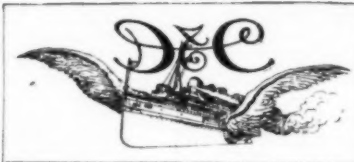


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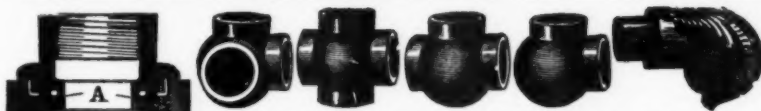
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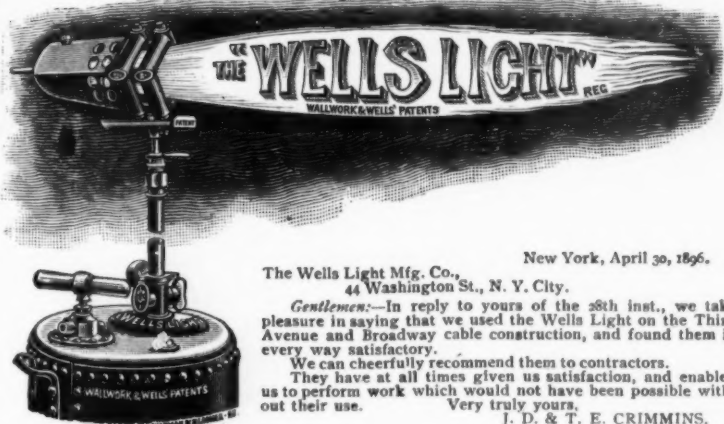
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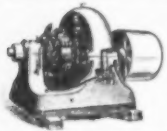
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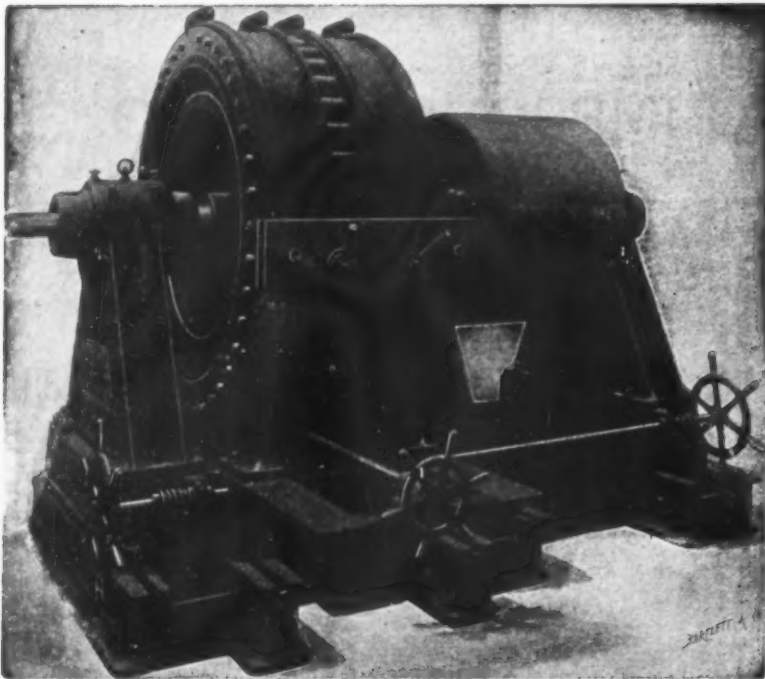
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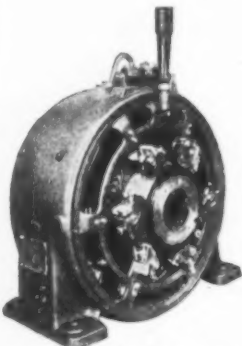
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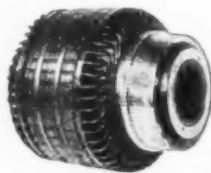
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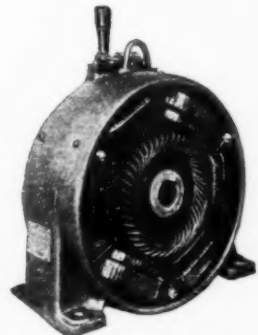
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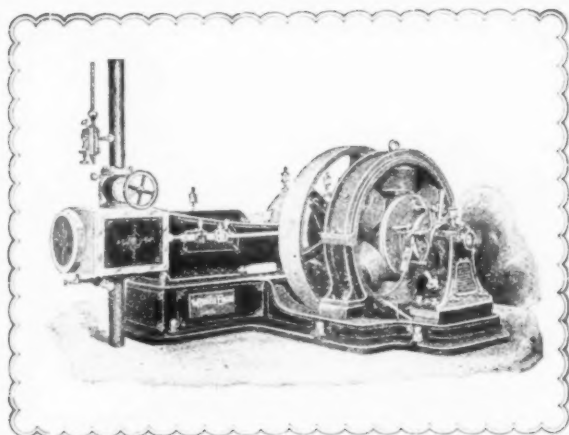
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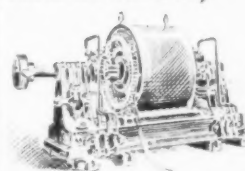
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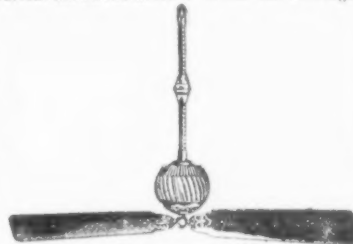
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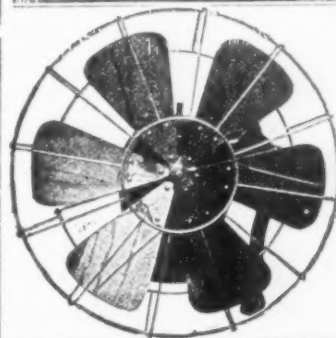
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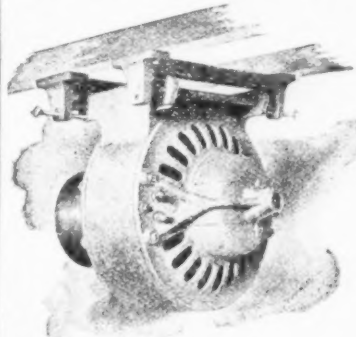
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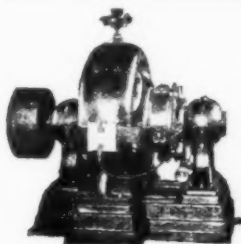
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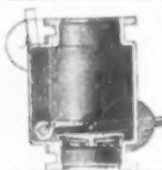
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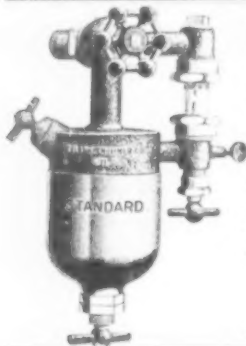
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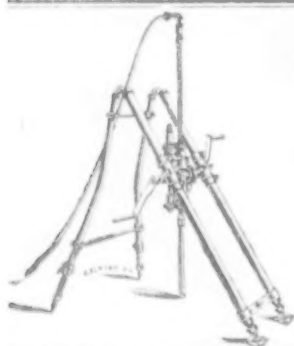
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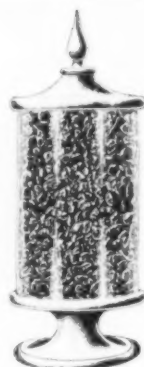
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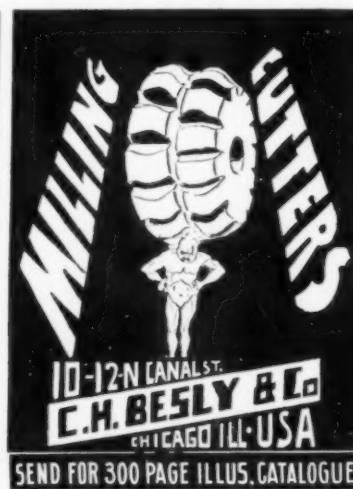
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